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ALL HANDS

MAGAZINE OF THE U.S. NAVY

MARCH 2001

abnshA

The Baseline 6 Combat System, the first ever installed on an Arleigh Burke Aegis destroyer, was used extensively while monitoring the many weapons systems fired during the training. "I love this job," said Fire Controlman 1st Class Jacob Lampl, who got to fire one of the five missiles launched from the new vertical launching system (VLS) on board. "This ship is state of the art. Since all the systems are new, we spend a lot of time looking for bugs, but I would rather be testing new systems than playing catch up trying to get them installed."

The shakedown cruise "total success," in CDR view, had many goals, the foremost being complete operational qualifications so they could enter the fleet as ready asset to the Navy. "We became the first platform to ever launch a Block 4 missile on the East Coast," said LT Tim Fontana. "We took control of the ship's control system, and we were able to launch the missile. It was a great moment like that. We are ready for the mission the Navy has set for."

Serving Amid Innovation

Coronado

Oscar Austin

Sea Shadow

Damage Control

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Features

14 The Future of War

USS *Coronado* (AGF 1) has been through many changes in her 30-year life span. Now, she's one of the smartest ships out there with a new command center, a "Wall of Knowledge" and high-tech conference room. Find out why her crew calls her "The Death Star."

18 Launched into the 21st Century

Armed with the most high-tech gear the Navy has to offer, USS *Oscar Austin* (DDG 79) is making waves as the first Flight II Arleigh Burke-destroyer in the Navy.

26 Disappearing Act

It's not "Deep Space 9" or a James Bond vehicle. It's *Sea Shadow* (IX 529), the Navy's stealth technology at it's best.

32 Prayer & Protection

Outside the chapel, the Religious Program Specialist plays the unfamiliar role of bodyguard to the chaplain – in a combat environment.

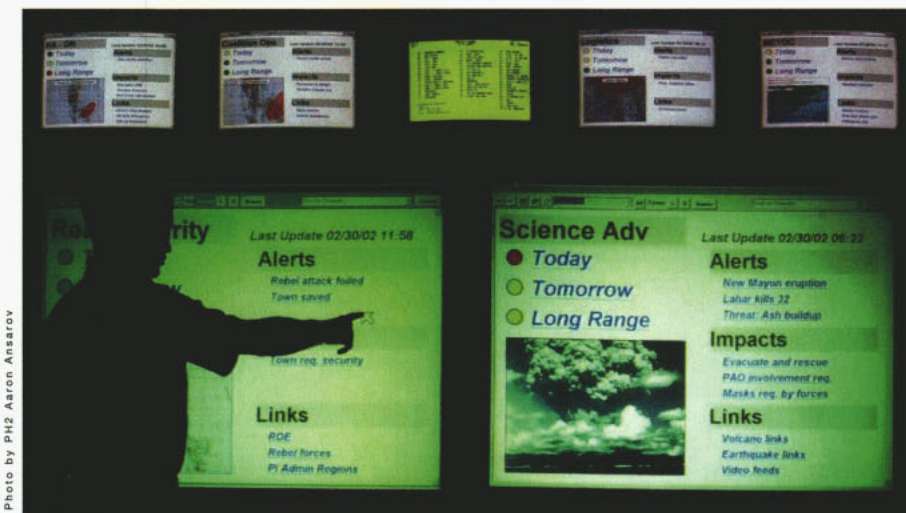


Photo by PH2 Aaron Ansarov

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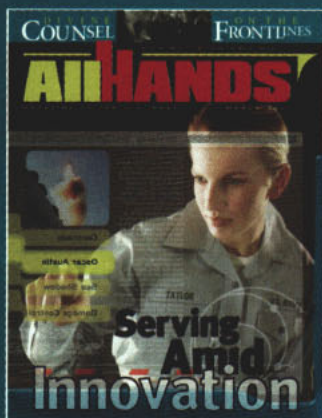
40 MTV's Extreme Challenge

When MTV wanted to show viewers the definition of liquid chaos, they called the submariners. Then, they took the ultimate plunge in the Submarine School's Damage Control wet trainer for Road Rules vs. Real World.

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Photo by PH2 Bob Houston



On the Front Cover

Look inside to see how Sailors access Navy innovations.

*Photo Illustration by
PH2(AW) Jim Watson
and Seth Sirbaugh*

Next Month

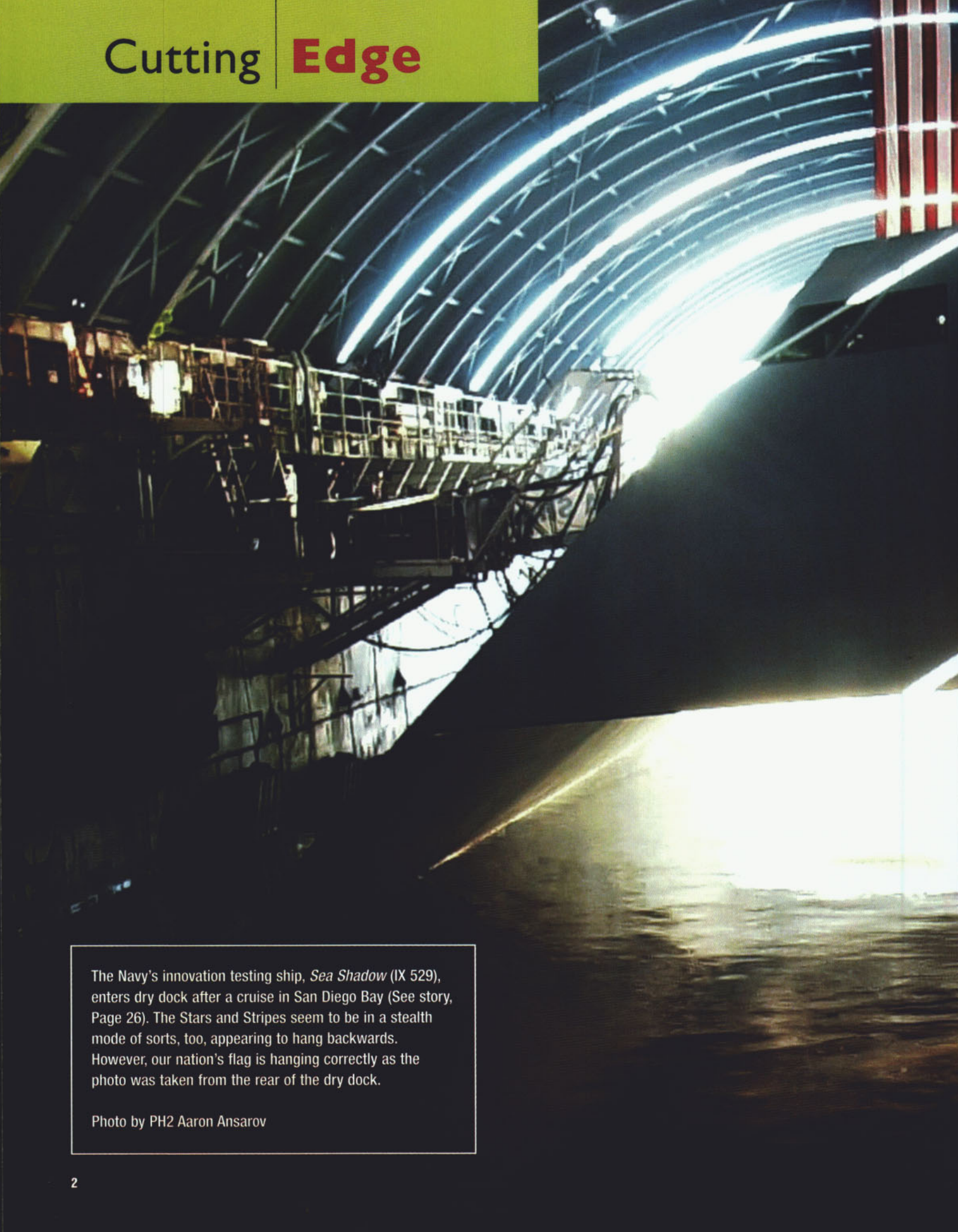
Watch for an 80 mph blur of Navy blue and gold as LTJG Harry Jackson takes on a headfirst journey through "the labrinth."

All Hands
WINNER



2000
Awards of Magazine
Excellence



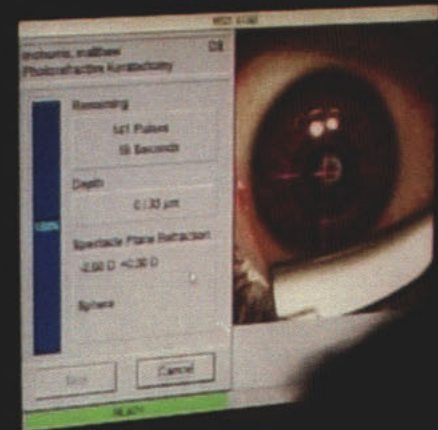
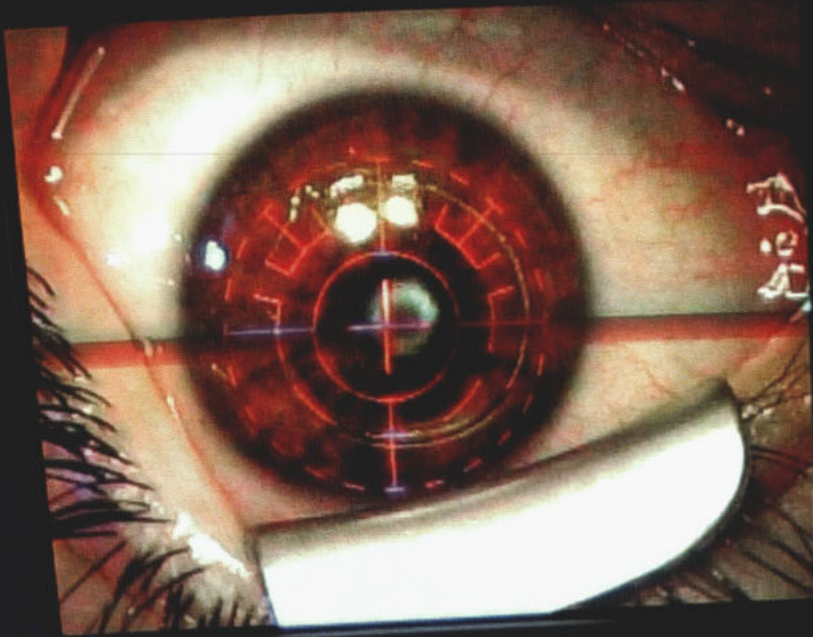


The Navy's innovation testing ship, *Sea Shadow* (IX 529), enters dry dock after a cruise in San Diego Bay (See story, Page 26). The Stars and Stripes seem to be in a stealth mode of sorts, too, appearing to hang backwards. However, our nation's flag is hanging correctly as the photo was taken from the rear of the dry dock.

Photo by PH2 Aaron Ansarov



Clearly **Innovative**





CDR Kerry Hunt, a staff ophthalmologist at the Laser Vision Center, National Naval Medical Center, Bethesda, Md., performs photorefractive keratectomy (PRK) on Marine Corps 1st LT Matthew McHorris. This amazing procedure takes only 10 minutes and requires no hospitalization. PRK is one of the two FDA – approved procedures for reshaping the cornea. An excimer laser uses an ultraviolet wavelength to deliver pulses of energy that remove a small disc-shaped sliver of the central cornea. The laser itself is only used on each eye for about 15 seconds. The Laser Vision Center at Bethesda is currently performing 12 surgeries a day, twice a week, with plans to expand that schedule. For more information about PRK, log on to http://navymedicine.med.mil/prk/refractive_surgery_information.htm

Photo by PH2(AW) Jim Watson

Around the Fleet

Editor,

I had the opportunity to pick up the December 2000 issue of *All Hands* magazine. Since retiring, I have not seen *All Hands* for a few years. After 32 years in Navy visual information, I wanted to see what was happening.

All I can say is, "Wow!" What a fantastic magazine. The professionalism of your staff is very evident. The information was

presented well and the graphics are just great.

Thank you for keeping the fleet, and us retirees, so well informed in such an interesting way. Keep up the great work.

CDR
Dedrich C. "Dick"
Hohorst
USN, Retired

BY THE Numbers

10

The number of 21-inch monitors that make up the "Knowledge Wall" aboard USS *Coronado* (AGF 11). (See story, Page 14)

24

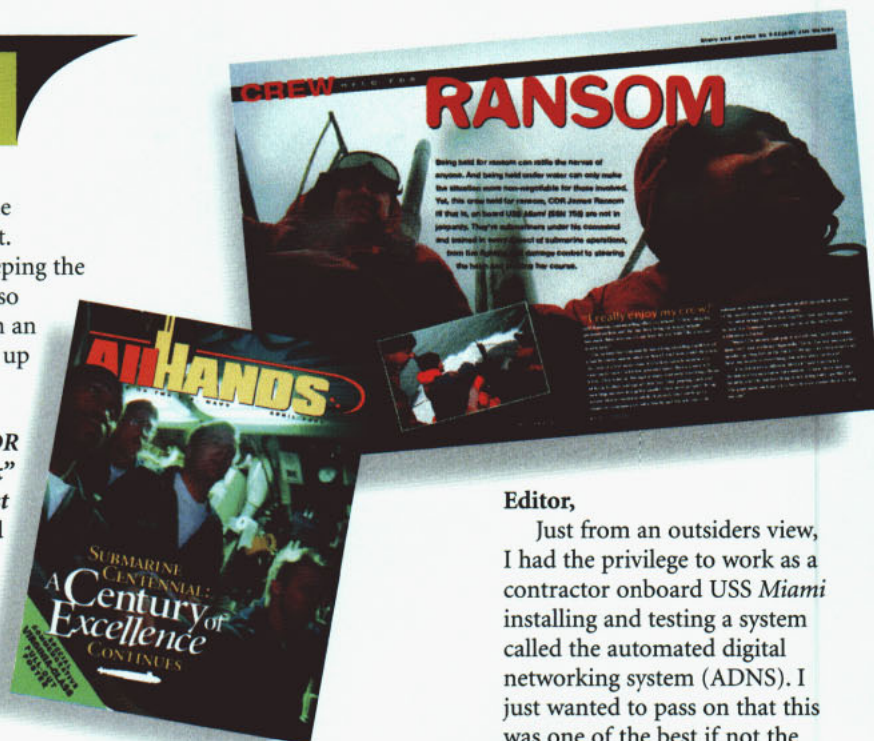
The number of languages that can be translated by the prototype language translator aboard USS *Coronado* (AGF 11). (See story, Page 14)

1,200

Number of gallons of water per minute that flow through the damage control trainer during peak operation. (See story, Page 40)

134

The number of Sailors who received their Enlisted Surface Warfare Specialist pins aboard USS *Oscar Austin* (DDG 79). (See story, Page 44)



Editor,

Just from an outsiders view, I had the privilege to work as a contractor onboard USS *Miami* installing and testing a system called the automated digital networking system (ADNS). I just wanted to pass on that this was one of the best if not the best naval crew I have had the pleasure to work with. I did

CINCUSNAVEUR Leadership Award Winners

The Commander-in-Chief, U.S. Naval Forces Europe (CINCUSNAVEUR) Leadership Awards for 2000 were recently announced. The award recognizes individuals who have consistently demonstrated exceptional leadership characteristics and the highest levels of pride, professionalism and dedication to duty. Three outstanding leaders were selected from more than 70 entries received.



SENIOR CHIEF SONAR TECHNICIAN MICHELE L. CALVIN, assigned to JMF St. Mawgan, United Kingdom, was selected for the Senior Enlisted Leadership Award. Calvin runs the training office for the base, and is the educational services officer. Active in the military and civilian community, Calvin feels her most important contribution in the area of leadership is impressing upon her junior personnel the importance of education and taking on new challenges. "The more educated you are, the better off you are personally, and the better able you are to serve the Navy," Calvin said.



CRYPTOLOGIC TECHNICIAN (I) 1ST CLASS (NAC) TIMOTHY T. HALL, of Naval Security Group, Rota, received the Junior Enlisted Leadership Award. Hall credits his selection to the care he takes in providing guidance for the 100 personnel who work for him. "By taking care of our people, they will fulfill the goals of the command and ultimately the Navy, since they go to work in the fleet," said Hall, who serves as the leading petty officer for the Operations Department of Maritime Cryptological Information center.



LCDR JOHN J. ADAMETZ, assistant public works officer of Naval Station Rota, Spain, was selected in the Junior Officer Category. As assistant public works officer, Adametz was recognized for his work in administering contracted theater civil engineer support for the Kosovo Protection Force. Adametz coordinated training, contract administration and contingency engineering work. He also reduced operations and maintenance costs through the public works program called ROTA VISION 2000.

"Our goal is to continually increase our quality of service," said MMCM(SW/AW) Bob Hallstein, CINCUSNAVEUR Fleet Master Chief. "To do that, it takes a good leader with the ability to inspire others with a sense of purpose and ownership in the job they're doing. That's what this award recognizes." ☐

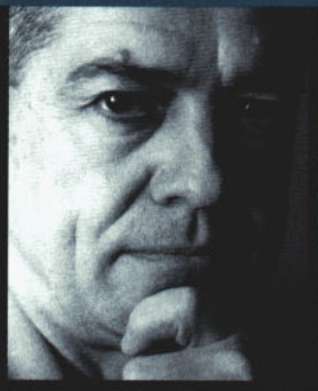


Photo By JOC Robert Benson

Speaking with Sailors

**New Fleet, Force, CNO-Directed
and Command Master Chief
Instruction (OPNAVINST 1306-2d):**

have an opportunity while onboard to speak with CDR. Ransom and have to agree with your (April 2000) article 100 percent.

This was the first time a system of this type had been installed onboard a naval submarine, and with the crew's help, this system came off without a hitch. If the crew of every submarine is like this one, we are in good hands. During my time in the Navy, I had the honor to make two trips underway with deployed submarines and these trips were a great learning experience. Keep up the good work.

Daniel A. Kitchen
Senior Practicing Engineer
Science Applications
International Corp. (SAIC)
Information Technologies
Integration Group (ITIG)

Editor,

In our family my grandfathers, uncles, father, brother, and son have served in the U.S. Navy for four generations, and I herein express my appreciation for, and pride in, the men and women who serve, and have served, our country and their fellow citizens in our defense. Thank you is inadequate, but heartfelt, and I ask God to bless you each one, and keep you safe wherever you go.

Mrs. Melody Loyd
Parowan, Utah

If you think you know all of the ratings in our Navy, you better take a closer look at the ratings at the master chief level.

The Chief of Naval Operations recently signed out the new Command Master Chief Instruction. The new instruction took another step toward adding more needed formality to the Navy's senior enlisted leadership structure.

Now when the command master chief selection board selects a master chief for the 9580 NEC to join the CMC program, their rating will change to CMDMC. They already change their rating badges to a star where their previous rating was. This closes the loop, and actually changes their rating as well.

The other new ratings established by OPNAVINST 1306.2D are: CNOMC for CNO-directed Command Master Chiefs; FORMC for Force Master Chiefs; FLTMC for Fleet Master Chiefs; and MCPON for the Master Chief Petty Officer of the Navy.

Master chiefs serving in a billet designated for the CMC 9580 NEC also started receiving Special Assignment Duty Pay (SDAP). The amount varies depending on what echelon of command they are assigned

to, but this pay is overdue and much deserved. Command master chiefs endure numerous costs in carrying out their daily duties that they must pay out-of-pocket. This pay helps minimize the personal costs for official responsibilities.

Most importantly, these changes

“The amount varies depending on what echelon of command they are assigned to, but this pay is overdue and much deserved.”

give junior Sailors more incentive to rise through the enlisted ranks and attain what only 1 percent of our Navy has reached — master chief petty officer. The opportunities afforded to master chiefs are well beyond most Sailors' expectations. The prestige and rewards master chiefs receive for doing their jobs should inspire every enlisted Sailor to strive to be a command master chief one day. ☑

Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

Montel Williams Reunites Sailor & Spouse on Show

When the aircraft carrier USS *Abraham Lincoln* (CVN 72) deployed for an Arabian Gulf cruise last year, Navy spouse Patti Stokes-Elam didn't expect to see her husband, Hospital Corpsman 1st Class Michael Elam, until mid-February 2001 when *Lincoln* returned to her homeport in Everett, Wash.

As it turned out, Stokes-Elam didn't have to wait until February. She was selected by the producers of "The Montel Williams Show" to talk to her husband via a satellite video teleconference. What she didn't know was, her husband had been flown in from the Arabian Gulf to appear in person on the show. So, in reality she was talking to her husband "via satellite" (while he was in the next studio). Naval Academy graduate and former Navy cryptological officer-turned talk show host Montel Williams then invited Elam on stage.

What followed was a very emotional reunion, as the couple embraced and their eyes filled with tears. The hardship that every

HM1 Michael Elam, daughter Karin, and wife Patti gather together following their reunion on "The Montel Williams Show" in New York City.

Navy couple endures when faced with deployment was compounded by a medical diagnosis made just days before the ship sailed.

Two days before *Abraham Lincoln* departed her homeport, Patti discovered a lump in her breast. She immediately went to the hospital. A biopsy revealed that the disease had spread, infecting 20 of 28 lymph nodes. Because of this, she opted to have surgery.

Meanwhile, Elam's ship was getting ready to depart for the Arabian Gulf. Elam's chief, HMCS Bob Spottswood, and *Abraham Lincoln*'s command master chief, YNCM(SS/SW/AW) William Nissen, suggested that Elam should not deploy with the ship and instead get TAD orders to remain with his wife.

But, together, Patti and Michael made the decision that he should go with *Abraham Lincoln*. "It was in his best interests for his family and his career path," recalled Patti.

"I definitely wanted to stay," said Michael, "But it was most important to me to do what Patti wanted."

So, when word went out that "The Montel Williams Show" was looking for a Navy couple to reunite for their Christmas Special, "We nominated truly deserving people," said Nissen, who felt that Elam was the best choice.

"We were sending him home — regardless," added Spottswood. "But Patti was the motivating factor. We know she was looking out after her husband and her kids."

But little did Patti know that she would be reunited face-to-face with her husband while she was at

"The Montel Williams Show." According to Tracy Frissora, senior associate producer, "Our greatest joy was seeing Patti's face when Michael came walking out of the door to surprise her. Bringing Patty and Michael together for the holidays is one of Montel's greatest accomplishments to date."

Montel Williams and the show's corporate sponsors presented the Elam family with a variety of gifts, including video games, bicycles and toys for their kids.

"I can't thank the Navy enough for always being there for us and assisting us in every way possible to make our shows better - and to make someone happy for the holidays," said Frissora. "If I had my wish, we'd bring a Sailor home every week!" ☑

Story by Naval Reservist JOSN Ron Kuzlik, assigned to NR NAVINFO East 102, New York.



VEAP Conversion

In 1996, thousands of active-duty members missed a chance to transfer to MGIB because they had "zero balances" in their VEAP accounts. Other VEAP enrollees simply turned

down the offer. Members of both groups who are still on active duty, or left the service since April 1, 2000, now have a second chance to convert to MGIB during the next 30 to 45 days.

Four years ago, the "buy in" was \$1,200, which matched the pay reduction recruits see, the first 12 months after accepting

Onassignment

the MGIB plan. For the new conversion opportunity, Congress raised the charge to \$2,700. This is a bargain for education benefits worth \$650 a month during 36 months, or \$23,000 total.

The window to convert is open through Oct. 31, 2001. Takers will have 18 months from their decision date to pay the \$2,700, either in lump sum or through monthly reductions in pay. A combination of both methods is also allowed, but MGIB benefits can't begin until the entire \$2,700 is paid.

Here are the recommended steps to convert to MGIB:

1. Contact the service MGIB manager at 1-888-442-4551 to verify VEAP eligibility.

2. Contact the regional VA office at (800) 827-1000 to close out your VEAP account and to request a refund of any balance.

3. Contact Petty Officer Hooker at Millington, Tenn., at (901) 874-4244 for additional information. ☒

NOTE: Beginning May 1, 2001, active-duty members under MGIB can enhance benefits by up to \$5,400 if they contribute an additional \$600. This is not available to those who converted MGIB from VEAP or who originally turned down MGIB.

Story by Naval Personnel Command public affairs office, Millington, Tenn.

SDAP Paying Off for More Sailors

Twenty-three Navy Enlisted Codes (NECs)/categories were added to the latest Special Duty Assignment Pay Award Level Plan (SDAP) that

went into effect Dec. 15, 2000.

Twenty existing SDAP skills/categories will receive an increase in award level. No categories were eliminated from the plan.

"Increasing the levels of SDAP and adding more billets to the list is one more indication of Navy leadership's resolve to show Sailors we are committed to them and listening to their needs," said Chief of Naval Personnel VADM Norb Ryan.

New SDAP skills include air

traffic controllers, arduous Military Sealift Command units, surface propulsion plant managers and command master chiefs (CMC).

SDAP is awarded in graduated increments of \$55, \$75, \$100, \$110, \$150, \$165, \$175, \$220, \$275, \$350 and \$375. For example, command master chiefs in a billet designated as such, NEC 9580, will receive a minimum of \$110 per month, with the amount graduated up depending on the level of the

school's training to see what it takes to be a Sailor working with Marines.

I hope my story and photos shows the fleet that an RP is more than that person who hands you the bulletin before church or the individual who answers the phone in the Command Chaplain's Office. I hope you finish my piece seeing a Sailor who also wears green and protects the command's moral builder, spiritual leader, and basically the surrogate mother or father to the troops in difficult times. ☒

JO1 Preston Keres is a photojournalist assigned to All Hands.

Photo by Marine Corps Sgt. Andrew Pomykal



CMC billet.

Other Sailors affected by the changes are those serving as Recruit Division Commanders (RDC). Historically, RDCs received \$275 in SDAP and neutral duty credit. But, since neutral duty was eliminated earlier this year, new RDCs will no longer receive that credit. To compensate, SDAP for new RDCs was increased to \$350. Those RDCs receiving neutral duty credit before it was eliminated will

Around the Fleet

TIME CAPSULE

This month we look back in the *All Hands* archives to see what was going on in the Navy and the world 75, 50, 25 and 10 years ago.



75 Years Ago – March 1926

As we look back on years long past, we see the beginnings of the Navy's flagship publication *All Hands*. By 1926, we were known as the *Bureau of Naval Personal Bulletin*. Our mission was to inform officers of Navywide information such as policy changes and advancements. Back then, we were just a small newsletter keeping the fleet up-to-date.



50 Years Ago – March 1951

In this issue of *All Hands*, we looked at how ship teamwork was encouraged in underway training. We also watched as the Navy brought two of its battlewagons, USS *New Jersey* (BB 62) and USS *Wisconsin* (BB 64), out of mothballs and prepared them for the high seas. We then took a look at what Sailors were doing on liberty in Hong Kong.



25 Years Ago – March 1976

This month we looked at the Navy's role in NATO and what we were doing to open communication with other countries. We also found out all about MARS, the Military Affiliate Radio System, a network of radio operators charged with providing emergency communications on a local, national and international basis. We also documented Sailors at NAS Whidbey Island helping flood victims in their area recover.



10 Years Ago – March 1991

In this issue we looked back on the role the Navy played in the early days of Operation *Desert Storm*. We also introduced you to the Navy's first female captain of a Navy ship, LCDR Darlene M. Iskra and we profiled what different commands were doing to help clean up the environment.

continue to receive the credit and \$275 in SDAP.

There are approximately 25,000 billets in the Navy that have an assigned SDAP level. Each year, SDAP is reviewed to determine if new billets should be added, old ones eliminated or changes made in the amount of money associated with a particular billet.

Surface Rescue Swimmers will see the biggest increase, with their SDAP doubled from last year's amount.

"This is all in line with rewarding our Sailors, knowing that they go an extra step in fulfilling their duty," Ryan said.

For more information, see NAVADMIN 318/00 (two parts) on the BUPERS web site www.bupers.navy.mil. ☐

Story by LTJG Kim Brasel who is assigned to Chief of Naval Personnel's public affairs office, Washington, D.C.

Saving Florida's Gentle Giants

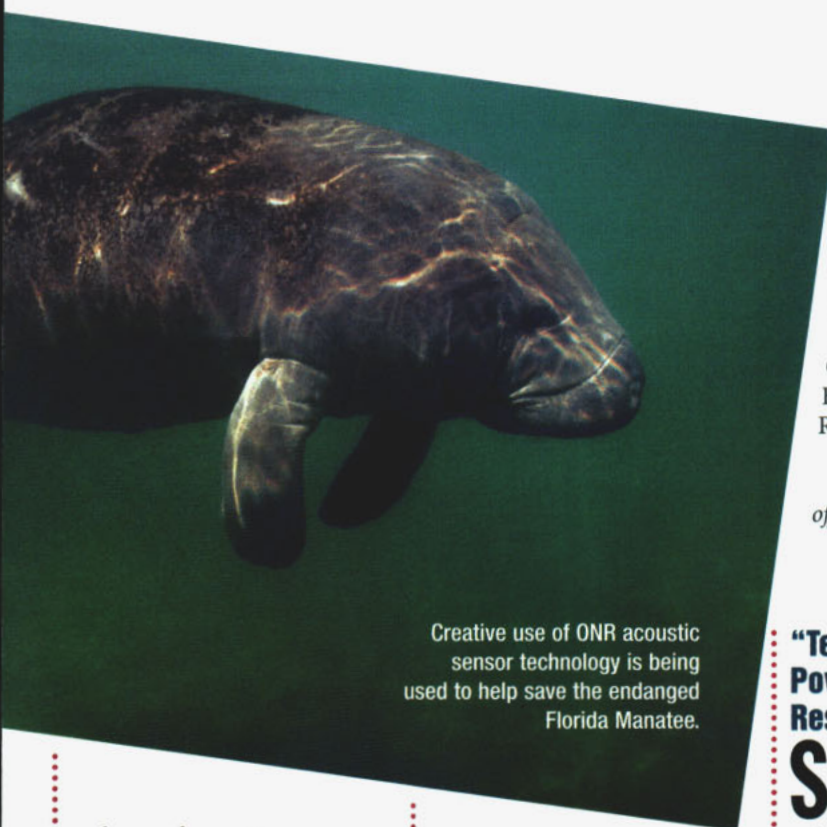
Florida's giant manatees are curiously gentle sea creatures – whiskered, slow moving, and blubbery, with spatula-shaped tails, fingernail-tipped flippers, and thick gray skin. Even Columbus noted their distinct lack of beauty when he first saw them in the New World in 1493.

The Navy is helping to keep Florida's 2,000 manatees from being crushed in the underwater canal gates and locks. Funded by the Office of Naval Research, a system of acoustic sensors – originally developed by ONR for underwater mine detection – was fitted onto the gates and locks at Port Canaveral in March 2000. Designed to stay open if a manatee is near them, the Port Canaveral gates now oper-

ate like garage doors – sensing in a tenth of a second if a manatee is nearby. The gates will not close until the creature passes by. During the first five weeks of operation, the system detected seven manatees and saved them.

While manatees have no natural enemies, their population is dwindling. Some of their deaths are from disease, pollution, pleasure boat collisions and boat propeller wounds. But a surprising number of deaths are also caused because manatees have no fear of Florida's underwater canal gates and locks. Each year a significant number of manatees die after being crushed in the canal locks.

Historically, the only way to prevent manatee accidents at Florida's gates had been to spot them visually – difficult to do in murky waters – and manually hold the gates open until they passed. Using the technology of the acoustic sensors developed by ONR, the Harbor Branch Oceanographic Institution in Fort Pierce, Fla., developed a non-contact acoustic detection system that uses a ladder of sound beams between the two gates. The edge of one gate is fitted with a series of sound emitters placed at 20-centimeter intervals. Receivers that have been fitted onto the edge of one gate detect the signals being generated. Should a manatee be between the closing gates, the sensors detect it, activate audio and visual alarms



Creative use of ONR acoustic sensor technology is being used to help save the endangered Florida Manatee.

and open the gates. This protection is provided while either one or both gates are moving. The sensors are fully functional in zero-visibility conditions. The results to date? Not a single manatee death has occurred in any of the gate closings at the outfitted site since March 2000.

Currently, engineers are preparing to install the system at the H.H. Buckman Lock in Palatka, Fla.

"The underwater acoustic imaging technology utilized

here was originally developed for the detection and disarming of undersea explosive mines," said Wallace Smith, ONR program manager. "It's good to see a commercial civilian application of this Defense technology to protect marine mammals.

"The goal would be to eventually have all of Florida's canal and gate locks fitted with these simple sensors," added Larry Taylor, project engineer

with the Harbor Branch Oceanographic Institution. Part of Florida's Manatee Protection System, this program was funded by ONR through its Small Business Innovations Research Program. ☑

Story by the public affairs office, Office of Naval Research, Washington, D.C.

"Tech Solutions" Powered by Naval Research

Sailors can now submit a "tech solution" request via the web at the following URL: anchordesk.navy.mil/nre/techsol.nsf.

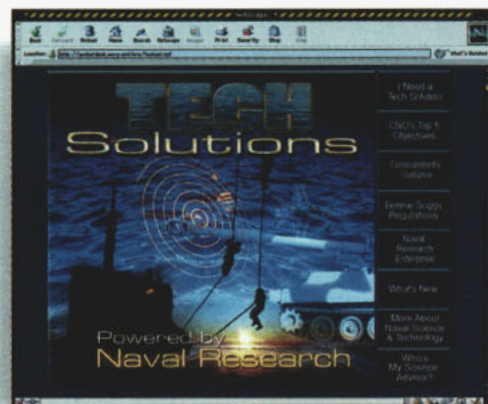
"Tech Solutions" is an effort to solicit problems and/or ideas from the fleet/force (F/F) that could lead to a science and technology (S&T) solution. COM-NAVAIRLANT, COM-NAVSURFLANT, COMSUB-LANT and COMSIXTHFLEET will participate in the pilot pro-

gram, which runs through April 30, 2001.

After this pilot program is complete, two months will be used to review and analyze the process and implement changes that will improve it prior to formal introduction to the F/F in July 2001.

Naval Research Science Advisors (NRSAs) are the F/F customer advocates for naval research and will serve as the initial interface between the naval research enterprise members and the F/F.

Coordination is on going with Navy distance support web site personnel to ensure that Tech Solutions is as web



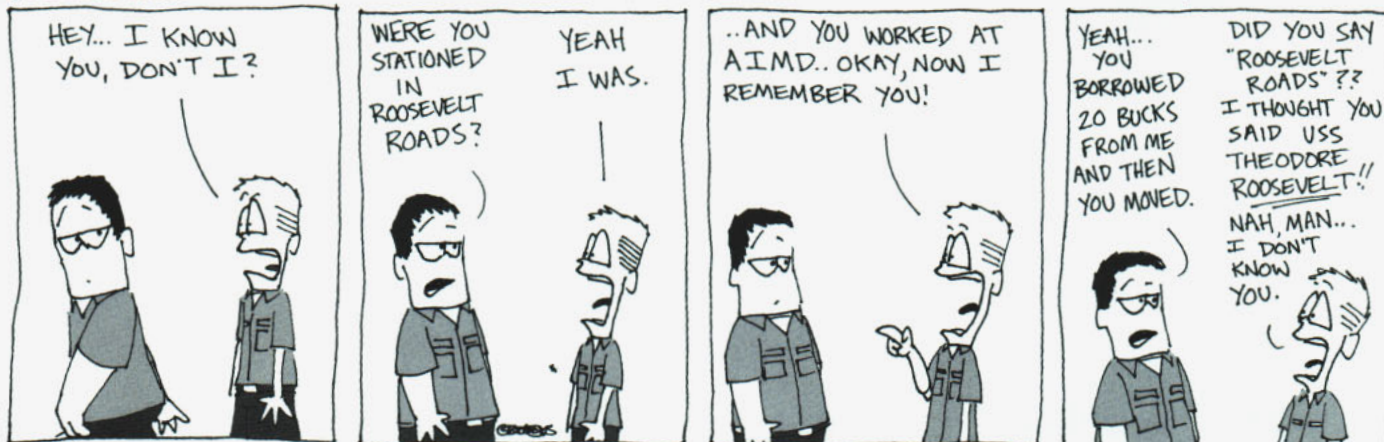
enabled as possible to help facilitate the process.

While Tech Solutions

Ricky's Tour

By J02 Mike Jones

mikejones43@hotmail.com



Honey, I Shrunk the Nurse

The Navy is looking at the use of tiny devices to do what a human nurse would normally do, only from within the human body.

Similar to "Star Trek: Voyager's" Borg Nano-probes, (but more benign) these virus-sized devices are made from biomolecules and tiny nickel propellers. So far, the Navy has been able to successfully assemble these devices inside test tubes. Eventually, the Navy wants to use them in ultra-miniaturized sensors and power sources.

success rate needs to be achieved.

Nanobiotechnology is a relatively new field of science that merges living systems with fabricated nonliving materials, such as silicon, at the "nano" scale, where a nanometer equals one billionth of a meter. Eventually, researchers would like to engineer biomolecular motors powered by photons — light energy — instead of ATP. They also plan to add computational and sensing capabilities to the nanodevices, which ideally would be able to self-assem-

ble inside human cells.

Like something out of a "Captain Marvel" story, the diminutive propellers were fabricated using electron gun evaporation, isotropic etching and electron beam lithography. Thin coatings of attachment chemicals encouraged the propellers to self-assemble. In initial tests, some of the biomolecular motors spun their propellers for more than two hours, at eight revolutions per second.

"This is all new for us ... and for everyone else in this line of work," said Montemagno, who noted that only five of the first 400 motors worked. "These machines are as small as virus particles — it's hard to keep them from clumping together."

More information about the Office of Naval Research can be found at <http://www.onr.navy.mil>. ☒

Story by Office of Naval Research public affairs, Arlington, Va.

receives and responds to F/F requests, discussion among enterprise members prompts heightened understanding of F/F problems, strengthens coordination among enterprise members to provide best responses, and improves leveraging of assets. to the extent that solutions exist, they will be communicated to the F/F. Some requests will prompt solicitation of proposals and leveraging of funds among enterprise members to develop solutions.

It is envisioned that this process will help create additional efficiencies among enterprise members to support readiness and quality of service for the F/F.

We welcome your suggestions and recommendations during and at the completion of this pilot project. ONR POC is CDR Sonnefeld, Tel: DSN 426-3073 or (703) 696-3073, E-mail: nftimil@nosc.mil ☒

VR-55's Sistine Stairwell

Fleet Logistics Squadron (VR) 55's ladderwell may not be the Sistine Chapel, but Airman Brian Bose is honing his artistic skills to give Michelangelo a run for his money. Mounted on a ladder, secured by ropes and pulleys for safety, Bose is hand-painting an intricate six-by-seven foot mural in the commanding officer's ladderwell.

"It shows the variety and diversity of the squadron's personnel, with the aircraft as the center piece," explained Bose. "I wanted to depict that we go all around the world providing support to the fleet, and I like the look of old world maps so I based the map design on the 1642 Mercator map. I started with that idea and it just

INNOVATORS

Funded by the Office of Naval Research in Arlington, Va., this biotechnological achievement may well usher in a generation of microscopic robotic medical devices that would be assembled within living cells. These could then move about the human body, minister to its needs, or detect chemical signals from body cells and calculate and precisely dispense drugs and other treatments.

Powered by the enzyme ATP (adenosine triphosphate), the so-called "energy of life," these hybrid nanodevices can be assembled, maintained and repaired using the physiology of life itself.

"With this demonstration, we believe we are defining a whole new technology," said Carlo Montemagno, lead scientist for this program being conducted at Cornell University, Ithaca, New York.

However, researchers caution that before the nanodevices can actually carry out their intended role as "nanonurses" inside living organisms, a higher operational

evolved and got it's own life from there."

Bose came up with the design late one night while working night-check at the coffee mess. "There's not a whole lot to do, so I brought in my sketchbook," he said. "I heard master chief was looking for something to put by the coffee mess, so I volunteered to come up with the design."

"I was surprised when I saw his design. It was so good," said VR-55 Command Master Chief Scott Kay. "But it was much too elaborate for the coffee mess, and I didn't want it on an outside wall where it could get damaged. It's great work, and much more appropriate near the quarterdeck."

Artistic ventures are nothing new to the 24-year-old Staten Island native. "I actually had a Disney scholarship to art school," Bose said. "Unfortunately I lost it due to a late term paper that dropped my grade point average."

Without the art scholarship, Bose started seriously considering his other dream in life — joining the Navy. "I pretty much always wanted to join the Navy," said Bose, who enlisted 16 months ago and has been with VR-55 since January. "I love being in the service, and it will help me pay for art school. I definitely plan on staying in the Navy, but I'd also like to do this for a living too," he said, nodding toward his artwork on the wall.

VR-55 is giving him the opportunity to do both.

A month into the mural project, Bose said it should be complete soon. "It's almost done, but the days are getting shorter and I'm losing light earlier. It should be done in a couple of weeks."

Referred to as the "Sistine



Airman Brian Bose at work on his latest masterpiece in Fleet Logistics Squadron (VR) 55's ladderwell.

Stairwell" by many VR-55 Sailors, Bose's work has made an impression on many. "He gets compliments on it all the time," said Kay. "It tells a story, shows what we do, and everyone loves it." ☑

Dewar is a staff writer for Naval Air Reserve Point Mugu public affairs office.

New Web Site Offers Stories on Navy Personnel Issues

A new web page to help keep Sailors informed about personnel issues and policies is now on line.

Located on the Bureau of Naval Personnel (BUPERS)/Navy Personnel Command (NPC) web site www.bupers.navy.mil under the "News Stand" button, a wealth of informa-

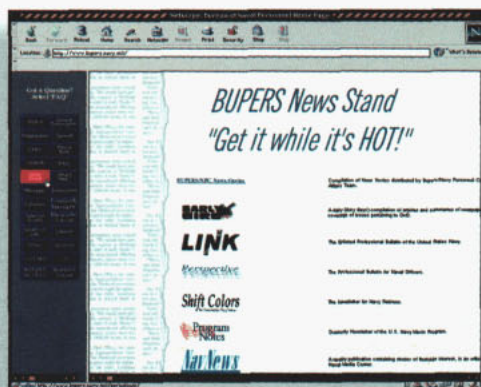
tion can be found, including:

- A "What's New" section with the most recent updates on Navy personnel issues,
- A "BUPERS/NPC News Stories" section listing "Navy News Service/Navy Wire Service" stories on personnel issues and policies,
- Links to Navy Personnel Command's publications: *LINK* magazine, *Perspective* magazine

and *Shift Colors* Newsletter for retirees.

For more information, please contact the webmaster, LTJG Eric Petersen, at DSN 882-3156 or (901) 874-3156, or e-mail him at p051@persnet.navy.mil. ☑

Story by Naval Personnel Command public affairs office, Millington, Tenn.





The

IT2 Kevin Armendariz, one of the key figures behind the maintenance of the Knowledge Wall, surveys the result of what has taken years to develop.

Future of War

When the 3rd Fleet command ship USS Coronado (AGF 11)

was designated as the Navy's sea-based battle lab last

year, a lot of people were happy. Happy because they

were now going to be able to access tons of new and

interesting equipment. Happy because they were going

to decrease their work load while assimilating

information twice as fast.

Happy because all eyes were now going to be on them.

CDR Scott White, deputy of Innovations and Experiments, LCDR Reece Morgan, knowledge manager and LCDR Sandra Fenton, director of Sea-based Battle Lab, all members of Commander 3rd Fleet onboard USS *Coronado* use the Advanced Collaborative Prototype (aka the "Disney Room") to discuss future advancements for the ship.



With such innovations and technological advances, it's no wonder the crew has nicknamed

Coronado has made many changes in her 30-year life span. Initially, she was designed as an Amphibious Transport Dock (LPD), built to transport Marines and their equipment to the scene of an amphibious assault and bring them ashore by landing craft and helicopters.

Coronado was later designated as a Miscellaneous Command Ship (AGF), serving the Commander of 3rd Fleet, and she has been making strides in excellence in command and control ever since. So it isn't a surprise to see the Navy investing so much time and money to make this vessel one of the smartest ships out there.

The results of such efforts have given *Coronado* a new command center, and innovations like a "Knowledge Wall" and an

inspirational new conference room better known by the crew as the "Disney Room."

With such innovations and technological advances, it's no wonder why the crew has nicknamed their ship "The Death Star."

Funded by the Office of Naval Research, the "Knowledge Wall" is a concept ahead of its time. In combat situations, fleet decision-makers are often swamped with

too much information and often not enough time to disseminate, examine and make decisions. The wall cures all of this. "Each work center has its own web page

A major part of the Knowledge Wall is the two "Smart Screens" installed in the center. These screens act as a touch screen allowing for a person to do anything they want by either using their finger as a mouse or drawing by using one of many different colored pens. These special pens let the computer know what color pen is being used.



that they update and display on the wall," said Information Systems Technician 2nd Class Kevin Armendariz, one of the key figures behind the maintenance of the Knowledge Wall. "In the past, we just used PowerPoint presentations that took more time to get the information out and were just given at certain times of the day."

With the Knowledge Wall, each screen can display a different workcenter's secured, updated web page any time. The wall has 10 21-inch monitors and two rear-projection large screen displays that allow the user to do almost anything from using their finger as a cursor to drawing plans on a map with electronic pens. The power behind the innovative wall is fairly simple – dual Pentium-III, 750 MHz processors, one gigabyte of RAM, and two large capacity hard drives. "Anybody that has used a web browser before can use this. It is that simple," said CWO3 Dennis Horn, IT planning technician stationed onboard *Coronado*.

on the problems at hand and not on the creaking ship movements or the rushing noise of air conditioning, or even the constant buzzing of the green overhead lights. "Even the chairs were specially designed for this room," said LCDR Eric Rasmussen, 3rd Fleet's surgeon, who was instrumental in development of this unique room. "We needed the most ergonomic

on this ship is the Q-70 "Ultra-thin Client Network. Instead of having every workstation equipped with its own CPU with a variety of cumbersome storage drives – all wasting ship's space, workstations on *Coronado* will have a flat screen monitor, keyboard, mouse and speakers. A personal "smart" card slides into the side of this special monitor and logs a

The USS *Coronado* (AGF 11) transits out of Pearl Harbor enroute to exercise *Strong Angel*.

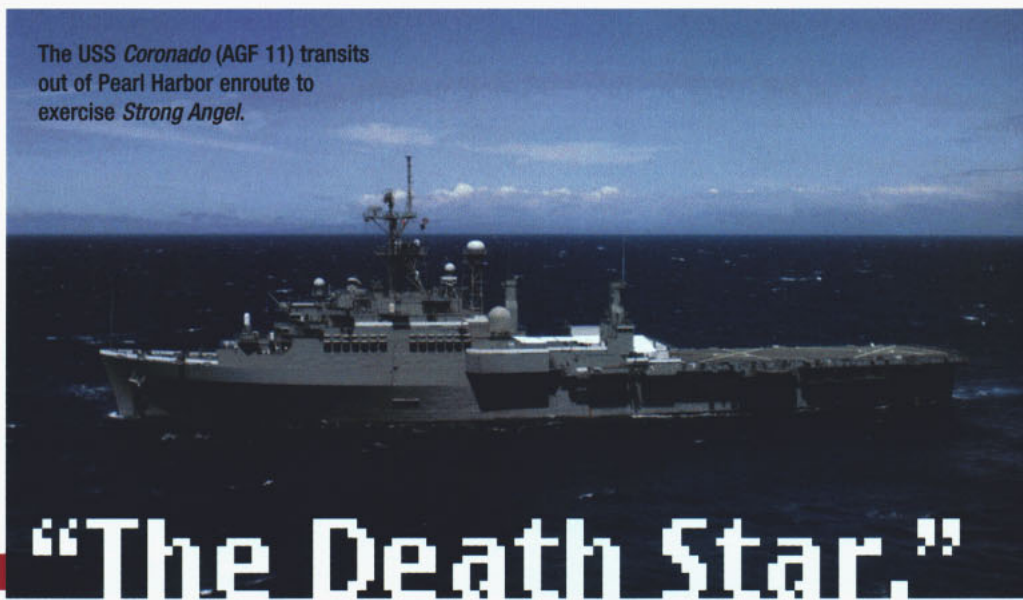


Photo by PH2 Peter Jones

ed their ship "The Death Star."

Another example of innovation aboard this amazing ship is the "Disney Room." Technically known as the Advanced Collaborative Prototype, it is less about fast hardware and more about applying Fung Shui (or the Chinese art of placement) on the high seas - stepping into this room is like walking into a new age corporate executive boardroom. Funded by the Defense Advanced Research Project Agency (DARPA), this room has been used since summer 2000. With its giant round table made of wood, silent air conditioning and pure white light coming from small halogen lamps above, a person would not realize that they were on a giant haze gray Navy ship at sea.

That's what the Oscar-nominated, former president of research and development and creative technology for Walt Disney Imagineering, Bran Ferren, had in mind when he designed this room. The goal was to keep decision-makers focused

chairs possible, so we hired a company which took ideas from the same type of chairs used by 911 operators." There is even a voice-sensitive camera that will move to who ever is talking during teleconferencing.

Another advancement being tested is a prototype language translator. This innovation is taken to the field and used as a two-way voice translator for military personnel who need to communicate with local residents in foreign ports. Another small mobile computer system has a speaker, a microphone and a display with a series of pre-recorded questions in more than 24 different languages that, when asked, will lead to quick assessments that might have taken days to gather with the use of a person. "With this device, a junior military person can engage in a detailed Q & A with hundreds of refugees and minimize the time it takes to find out what we need," Rasmussen said.

One of the bigger systems being used

user into his or her "session." When finished working on a project, users can remove their cards, plug into any other monitor on the ship and bring their project up again. "This will greatly decrease work space requirements, maintenance, viruses, and format conflicts," said CDR Scott White, deputy director of innovations and experiments.

So what lies next for this great ship and her crew? What new development will the Navy have in store for technology and information? What ever it is, be assured that it will involve improving quality of service aboard this "new age" platform, and others like her, making the crews that work the fleet much happier. ☐

Ansarov is a photojournalist assigned to All Hands.

Signalmen, like SMSN Courtney Soyering still play a vital role and train daily for an occasion such as total communications failure. Signalmen remain the backbone of Navy communications with other ships.



LAUNCHED INTO THE ^{One} 21ST CEN

Story and photos by PH2(AW) Jim Watson



While you will not find the term in Webster's Dictionary, USS *Oscar*

Austin (DDG 79) is "da bomb," so to speak. Well, maybe it would be better to say something as conventional as "da missile," or something as generic as "da weapon."

But, *Oscar Austin* needs none of those hip-hop generation labels to be recognized when her new, clean, streamlined body cuts through oceans. She's an *Arleigh Burke*-class Flight II destroyer with a powerhouse of technology, weapons and personnel all in the business of being — "da bomb," or, for the slang impaired, "the best."

One of the newest destroyers in the Navy, *Oscar Austin* has, for the last few months, been strutting her stuff and showing off what she can do — or more importantly, what her crew can do — since their custody transfer and commissioning in August 2000. Armed with some of the

Ship's Entrance into the Fleet Leads the Way for Others

TURY

most high-tech gear the Navy has to offer, *Oscar Austin* is making waves as the example of how a 21st century Navy ship will operate and train.

For the first time on the East Coast, a *Block 4* missile launches from the aft VLS of *Oscar Austin*, reaching the speed of sound before it even clears the mast.



LAUNCHED INTO THE 21ST CENTURY

DDG 79 has two hangar bays for helicopter support — a new install to the destroyer which increased her length by 5-feet and enables the addition of an aircrew compliment on deployment. Ninety-six vertical launch tubes and vast amounts of



Above — FC1 Joseph Lampl prepares to fire a missile from the vertical launch system (VLS) during a training operation.

Left — SN Khalfani Jenkins takes a moment after a busy day to read and listen to music, while shipmate SN Daniel Mate rests after an exhausting day on deck, completing maintenance and standing watch.

updated technology establish *Oscar Austin* as a true leader in at sea innovation.

"My crew is full of some real junior Sailors and officers," said CDR Paul Smith, commanding officer of *Oscar Austin*. "Yet, they continually amaze me while conducting operations, shooting missiles and in all their training getting used to a new ship. They have a real strong sense of accomplishment."

Although the crew and the ship were far from finished, every crew member felt a real sense of accomplishment after their training deployment to Roosevelt Roads, Puerto Rico, at the end of last year.

While Sailors were busy aboard the

ship loading weapon systems, cooking meals and navigating, others were busy as tech savvy explorers discovering one of the many new systems installed on board the ship down in the darkness of the combat information center (CIC).

The Baseline 6 Combat System, the first ever installed on an Arleigh Burke Aegis destroyer, was used extensively while monitoring the many weapons systems fired during the training.


"I love this job," said Fire Controlman 1st Class Jacob Lampl, who got to fire one of the five missiles launched from the new vertical launching system (VLS) on board. "This ship is state of the art. Since

all the systems are new, we spend a lot of time looking for bugs, but I would rather be testing new systems than playing catch-up trying to get them installed."

The shakedown cruise, "a total success," in CDR Smith's view, had many goals, the foremost being complete operational qualifications so they could enter the fleet as a ready asset to the Navy.

"We became the first platform to ever launch a Block 4 missile on the East Coast," said LT Tim Fontana, the ship's fire control officer. "It was an awesome experience watching from down here in CIC as the missile tracked down its target and destroyed it. It's moments like these that reassure us we are ready for any mission the Navy may need us for."

Inside the steel skin of the ship was yet another system being tested that could revolutionize damage control in the fleet.



GSM3 Stephen Palermo makes a few adjustments to the auxiliary power unit (APU) during routine maintenance.

LAUNCHED INTO THE 21ST CENTURY

The Automated Common Diagram (ACD) and Tach 4 monitors, located in *Oscar Austin*'s damage control central (DCC) and all its repair lockers, controls all fire mains, valves and power supplies on the ship that can be opened and closed from any of the ACD terminals.

"Once the system is approved, it will be a quantum leap in damage control," said LTJG Aaron Welch, the ship's damage control assistant. "We are now working out the kinks, and it looks to be very promising in the near future."

ACD not only alerts the watch-stander to damage, and isolates a system during a casualty; it also will tell Sailors



Photo by PH2 Bob Houlahan

Above – *Oscar Austin* fires her five-inch gun during training evolutions.

Left – A few years ago, SN Joddy Haynes never expected to be behind the wheel of a 9,000-ton warship using some of the most up-to-date navigation tools in the world.

Below – QMSN Chris Ganter plots the ship's course the old conventional way while using the NAV-SSI GPS input computer for various other navigational duties.



the outcome of their actions, which could save lives and equipment.

"It's very helpful and interactive," said Damage Controlman 2nd Class Daniel Darling. "It's self-trainable and takes the place of running plot diagrams back and forth from repair lockers during a casualty. Each locker has one of these systems and sees what we see. It can update the conditions to us in a matter of milliseconds."

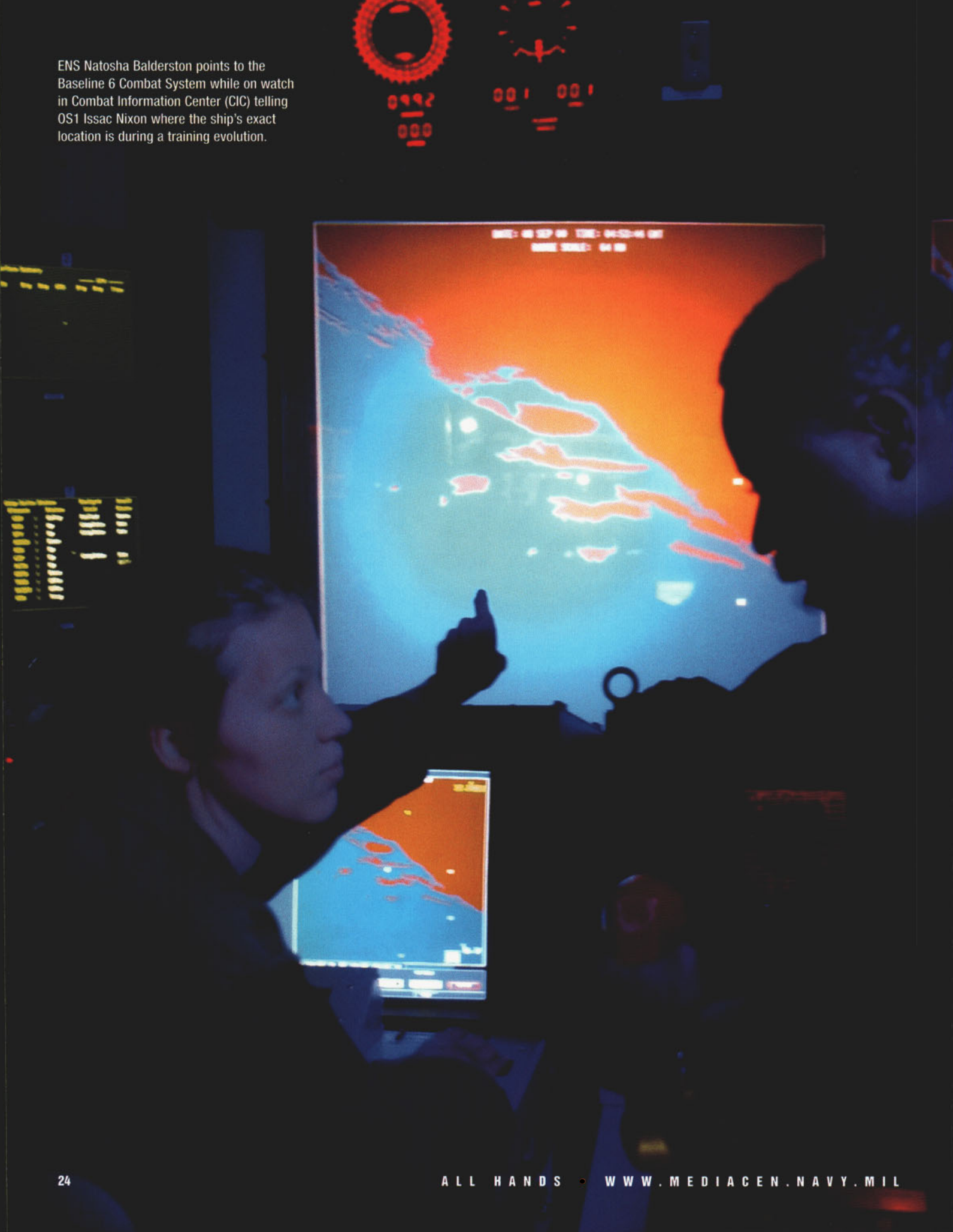
While Darling and his shipmates were busy learning the ACD, the ship was steering course as usual, yet with the help of a new friend to the quartermaster.

"The GPS input really helps in plotting the course," said Quartermaster Seaman Chris Ganter. "I can just push a few buttons, and I know when sunrise and sunset are almost to the second."

While the bridge gear, the NAV-SSI Geographical Positioning System, has not fully taken the place of the old traditional way of plotting the ship's course through use of a paper map, navigational compass and pencil, it does



ENS Natosha Balderston points to the Baseline 6 Combat System while on watch in Combat Information Center (CIC) telling OS1 Issac Nixon where the ship's exact location is during a training evolution.



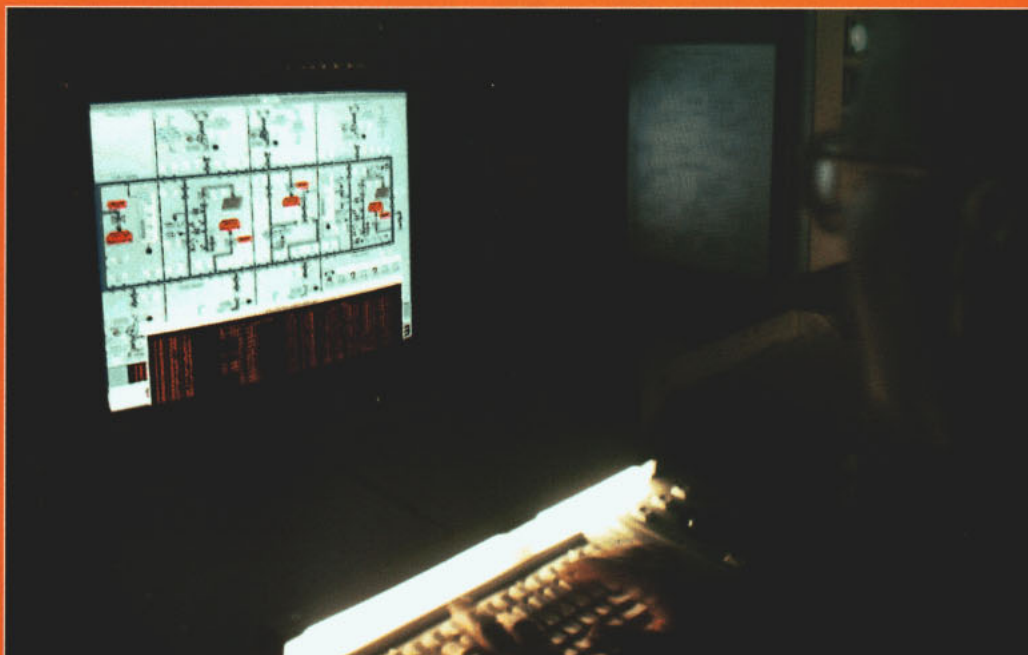
LAUNCHED INTO THE 21ST CENTURY

effectively assist the QM in his day-to-day tasks to ensure the ship is steaming in the right direction.

Of course, the ship goes nowhere without power and engineers to run the engineering plants. Sailors in engineering are working with the best in ship-board mechanics available.

"It gets pretty loud down here," yells Gas Turbine System Technician (Mechanical) 3rd Class Stephen Palermo. "And the heat can wear you out fast, but the systems are all new, and I am learning a lot."

One of the new tools Palermo is becoming familiar with is the auxiliary power unit (APU). *Oscar Austin* is the first ship to have it installed, the APU is helping Sailors like Palermo get the gas



Above – DC2 Daniel Darling tracks changes to the main loop and fire pumps aboard *Oscar Austin* while standing watch in Damage Control Central on the Automated Common Diagram (ACD).

Left – SK2 Jesse Maples, far right, and YN2(SW/AW) Westley Harvest combat a Class Bravo fire in the galley during a training evolution with the Automated Common Diagram (ACD) used from the repair locker.

Below – The aft tower watches as an HS-60 *Seahawk* lands on the flight deck of USS *Oscar Austin*. With the addition of two new hangar bays, the ship is able to deploy with an aircrew.



turbine generator started electrically, replacing the old system of high pressure air. While this may not seem like much of a technological innovation to the internet generation, to the snipes of old, it is amazing.

In all, the changes you will find around *Oscar Austin*, the innovations and technology being used by high school graduates and college degree holders alike, is enough to make anyone take a step back and call her "da bomb." ■

Watson is a photojournalist assigned to All Hands.





Darrell Griffin, the Lockheed Martin contract manager of *Sea Shadow* operations for Naval Sea Systems Command, watches a submarine pull into San Diego Bay. While both vessels look impressive, *Sea Shadow* usually gets more attention.

No Smoke, No Mirrors.

Modern Technology

Keeps This Ship and

Future Crews Safe

From Enemy Attack

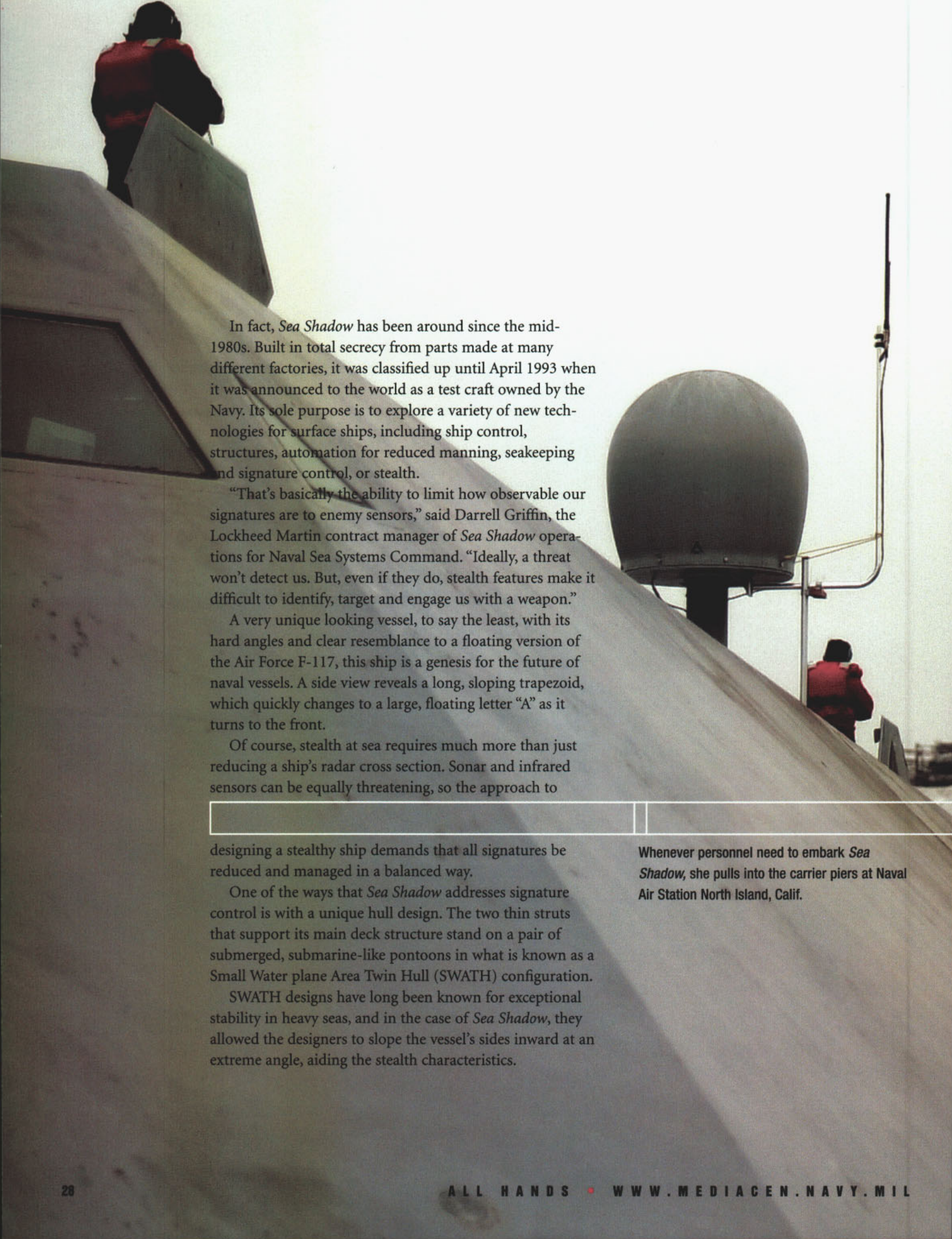
Story and photos by PH2 Aaron Ansarov

Disappearing



Act

Ever get that feeling of déjà vu? Every now and then, San Diego Sailors and civilians get that same feeling when they look out into the bay and get a glimpse of what they think they just saw on that last episode of “Deep Space Nine” or one of those James Bond flicks. On the contrary, they are looking at one of the coolest technological advances the Navy has made, *Sea Shadow* (IX 529).



In fact, *Sea Shadow* has been around since the mid-1980s. Built in total secrecy from parts made at many different factories, it was classified up until April 1993 when it was announced to the world as a test craft owned by the Navy. Its sole purpose is to explore a variety of new technologies for surface ships, including ship control, structures, automation for reduced manning, seakeeping and signature control, or stealth.

"That's basically the ability to limit how observable our signatures are to enemy sensors," said Darrell Griffin, the Lockheed Martin contract manager of *Sea Shadow* operations for Naval Sea Systems Command. "Ideally, a threat won't detect us. But, even if they do, stealth features make it difficult to identify, target and engage us with a weapon."

A very unique looking vessel, to say the least, with its hard angles and clear resemblance to a floating version of the Air Force F-117, this ship is a genesis for the future of naval vessels. A side view reveals a long, sloping trapezoid, which quickly changes to a large, floating letter "A" as it turns to the front.

Of course, stealth at sea requires much more than just reducing a ship's radar cross section. Sonar and infrared sensors can be equally threatening, so the approach to

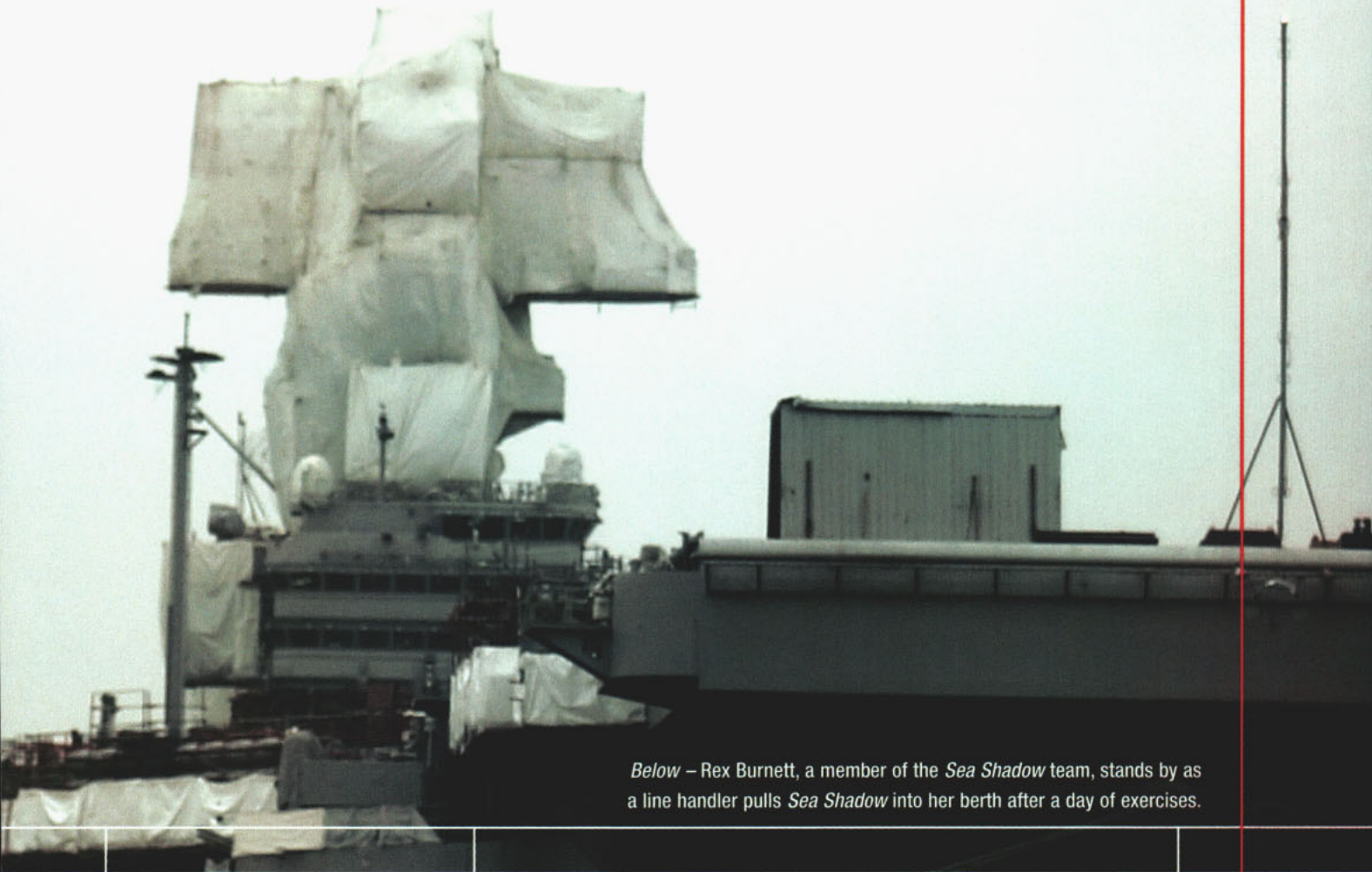
designing a stealthy ship demands that all signatures be reduced and managed in a balanced way.

One of the ways that *Sea Shadow* addresses signature control is with a unique hull design. The two thin struts that support its main deck structure stand on a pair of submerged, submarine-like pontoons in what is known as a Small Water plane Area Twin Hull (SWATH) configuration.

SWATH designs have long been known for exceptional stability in heavy seas, and in the case of *Sea Shadow*, they allowed the designers to slope the vessel's sides inward at an extreme angle, aiding the stealth characteristics.

Whenever personnel need to embark *Sea Shadow*, she pulls into the carrier piers at Naval Air Station North Island, Calif.

Disappearing Act



*Below – Rex Burnett, a member of the *Sea Shadow* team, stands by as a line handler pulls *Sea Shadow* into her berth after a day of exercises.*




Normally, a ship's sides are nearly vertical and meet the water at close to a 90 degree angle. This produces a bright radar echo called a broadside flash, which is easy to home in on. Newer ship designs, starting with the *Arleigh Burke*-class destroyers, feature sloped hulls, although the slope is less extreme than in *Sea Shadow*.

After a lull in its use for about five years, the Navy reactivated *Sea Shadow* as a test platform to research future ship engineering concepts and to serve as a host vessel for companies to demonstrate advanced naval technologies. *Sea Shadow*'s return to service began with a flourish at the Navy's *Fleet Battle Experiment Echo* in March 1999, where the ship played the role of an adversary by supporting Special Warfare teams and simulating missile attacks against Navy vessels. "The debut for reactivation of *Sea*

Shadow was during Exercise *Urban Warrior* in 1999," said Griffin. "We also just participated in *Fleet Battle Experiment Hotel* to look at new warfare scenarios using *Sea Shadow*."

As a result, newer tests have led to the design concepts of the new DD 21 *Zumwalt*-class Land Attack Destroyer, which will replace the DD 963 and FFG 7 classes of destroyer and frigate in today's naval inventory. DD 21's primary mission will be land attack support for ground forces.

Armed with a new advanced gun system and extended range guided munitions, the ship will provide naval gunfire support at a high rate of fire up to 100 miles inland. The first of these 95-man *Zumwalt*-class destroyers (vice traditional crew size of 440) is due to be commissioned in 2008.



Onlookers may do a double-take when *Sea Shadow* gets underway in San Diego Bay.

As *Sea Shadow* continues to test innovations at sea for the benefit of other classes of future ships, she may or may not be seen navigating San Diego's harbor. It's not déjàvu or some elaborate magic trick, but rather a high-tech research project that will make naval vessels safer for the Sailors of tomorrow. ☑

Ansarov is a photojournalist assigned to All Hands.

Disappearing Act

Story and photos by JO1 Preston Keres



Whether it's a cross, a Star of David or a crescent, the insignia of the chaplain can give the troops large amounts of comfort, knowing that the command's morale builder, spiritual leader and, at times surrogate mother or father, is near by.



Prayer

Outside of the Chapel, the Religious Program Specialist Plays the Unfamiliar Role of Bodyguard to the Chaplain — Especially in a Combat Environment

& Protection

THEIR HEARTS POUND AND THEIR THOUGHTS AND BODIES RUN A mile-a-minute as the snap of gunfire, coupled with brain-jarring explosions, go off just feet away. They must navigate their way through clouds of colored smoke that possess the distinct stench of rotten eggs as they are barked at to, "Get down and kiss the ground." Toting an M-16 and their religious ministry combat worship kit, they crawl, run and then drop to a crawl again, slithering their way to a safe haven — on the other side of the tree.

As they roll into a makeshift bunker, they hear someone running their way, shouting — "Where is your Chaplain? You had better get her! Get her head down! Do you want your Chaplain to die? Why are you standing? Get your butt down! You had better kiss that dirt!"

The enemy

comes out of a break in the woods, flanks their position and takes



Minutes — no, seconds later — the enemy comes out of a break in the woods, flanks their position and takes out the Chaplain.

At that instant, a sense of fear sets in. After thinking about what just happened, an overwhelming sense of guilt consumes the religious program specialist (RP). He has let his unit down. He was unable to complete his mission. He was unable to protect his partner.

But before it gets too intense, the instructor provides some “divine intervention,” and revives the Chaplain, telling the team to continue on and learn — after all, this is a training environment and these students are bound to make mistakes.

“This is the place to make the mistake. When it’s reality, you’re not going to have a second chance,” said Master Chief Religious Program Specialist (SW/AW/FMF) Robin Holdren, the assistant director for Chaplain and Religious Program Specialist Expeditionary Skills Training (CREST).

CREST is the first training to offer RPs and chaplains the opportunity to work together as a Religious Ministry Team (RMT) with the intent of developing the



skills needed in the field.

“We’re Sailors, but we need the training to function effectively when working with Marines,” said Holdren.

CREST gives a direct pipeline to the Marine billets regardless of gender. In the past, men attended the Marine Combat Training course at the Marines’ School of Infantry, while very few women had the opportunity to attend Field Medical Service School (FMSS). But until CREST, neither men nor women received Religious Ministry Team training with the chaplains, nor did they receive training on their role and professional responsibilities in support of Marine and amphibious forces.

A seven-week field-training course, CREST was introduced in February 1997 as a direct result of the Gulf War. The Chief of Naval Operations and Commandant of the Marine Corps felt it necessary to address the need for ministry to Marines and Sailors who endure the mental and physical rigors present in the field environment. They wanted to ensure chaplains and RPs were adequately prepared for assignments with Marines, particularly those in operational units.

According to Holdren, this schooling is only a snapshot of what will go on in the field — if students think they’ll be fully qualified to function in an expedi-

out the Chaplain.

Prayer & Protection



Far Left — During CREST training, chaplains and RPs assist the corpsman with transporting casualties. This experience, though not common in the fleet, is an invaluable training tool which allows the chaplain to understand the needs and trials their shipmates may go through in time of war.

Above Left — It's essential that students remain as low to the ground as they can while still moving to their target, whether it's a fallen Sailor or Marine, or a bunker for cover. During this transit, RP3 Yolanda Weary must keep her chaplain, LT Thomas Statler, as close as possible so she can properly protect him in an expedient manner if the need arises.

Above — For students like RP2 Bruce Corbett, the field training can become extremely exhausting, especially after donning and removing a gas mask multiple times in an afternoon.

Left — With possible hostiles lurking in the woods, RP3 Yolanda Weary stands guard as the corpsmen and her chaplain assist a fallen comrade.



By coming together

as a Religious Ministry Team everyone learns to the men and women of the Fleet Marine Forces, Naval Mobile Construction



tionary environment when they finish, they're wrong. Each chaplain and RP is reminded from day one, that this is base-line training and they need to build on their training. By coming together as a Religious Ministry Team, everyone learns better and more effective ways to provide ministry to the men and women of the Fleet Marine Forces, Naval Mobile Construction Battalions and the Naval Fleet Hospitals.

"Many of us had to learn how to survive a combat environment, in a combat environment," said Holdren. "We stress reality here, so when they are in a real stress situation, like the Gulf, Kosovo or any other hostile environment, they are ready and can perform," added the 20-year veteran RP.

Students enter the course at Camp Lejeune, N.C., to learn combat survival skills and how to meet the religious needs of the Marines, while paralleling the long-established Field Medical Service School (FMSS) during portions of their field training. FMSS has long taught Navy corpsman the proper techniques and skills to survive in a Marine unit.

Here, the Sailors PT like Marines, march like Marines, and basically live and eat like Marines to gain a better understanding of what their "customers" go



through. And for 14 crucial days of their training, the RPs team up with a group of student chaplains and work on the RMT skills that are so vital in the field of combat.

While observing the training provided to the Chaplain and RP students during a week-long, cumulative field exercise near the end of the course, the Navy Chief of

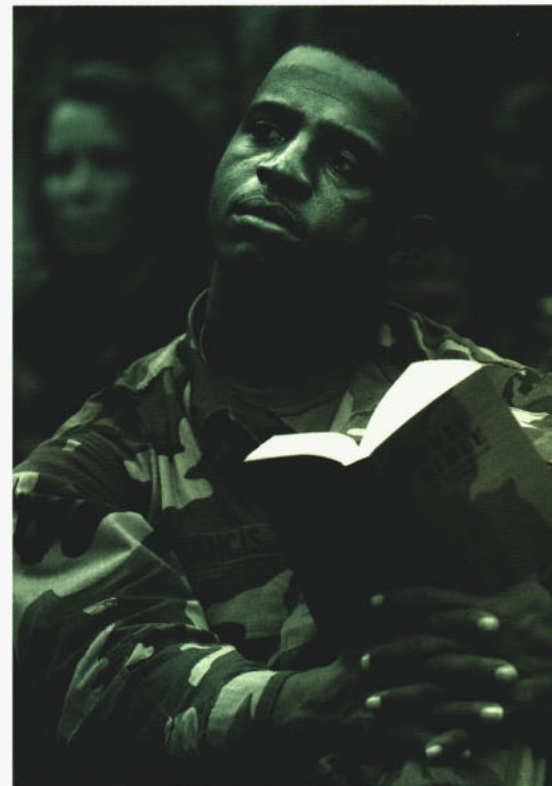
Chaplains RADM Black, Chaplain Corps, remarked "CREST is the vital and sustaining link in our ability to support Marine Forces throughout the world."

Chaplains and RPs are purposely put through experiences they may not see in the field, or may not be responsible for.

Because of today's hostile world climate, they may come across situations

better and more effective ways to provide ministry
Battalions and the Naval Fleet Hospitals.

Prayer & Protection



Far Left — The troops take what little free time there is between training evolutions in the field to rest and refuel for another chaotic afternoon with the instructors.

Above Left — Ministry in the field is just as important as in the chapel, but worship services among nature creates some unique challenges. During training the chaplains and RPs are expected to find an appropriate site for the service to make it feel more like home.

Above — There aren't any pews or stained glass, but for HM2 Nelson Francis, the worship service organized by the RPs and chaplains provides a good time for reflection and better yet, a time for rest during exhausting training in the field.

Left — Chaplains and RPs join their corpsmen counterparts in a patrolling exercise. The quiet group would eventually work their way into a battle scenario, where the real fun begins.



"I trust my life to the RP, and that really hit home in the exercises when we

where a peacekeeping scenario has turned bad, creating a necessity to perform duties out of the ordinary.

"Both of us have our own things to do while in the field, but if we're not working together as a team, we're done," said Religious Program Specialist Seaman Paul Skovranko. "You almost have to be like a married couple and know each other's moves and thoughts."

"This training reaffirms that chaplains and RPs are a strong team, and that makes me feel more safe and confident with the RP's ability to protect me," said Chaplain (LT) Judy Malana. "I trust my life to the RP, and that really hit home in the exercises when we were in the dirt and mud."

According to Religious Program Specialist Second Class Curkeena Mason, the field instruction at CREST reinforced the role of the RP during the Chaplain's ministry to the troops. It also reinforced the importance of RP and what it takes to protect their chaplain during that process. "You have to be strong and willing to die for your chaplain," said Mason.

Unlike other fields in the armed forces, the Chaplain Corps is unique. While in the field, the RP must be in control when it comes to safety. The chaplains are non-combatants and don't carry a weapon, so it's essential for them to trust and follow their RP's direction.

"If the Chaplain doesn't listen to what I say while in combat, we'll both be in a lot of trouble," said Religious Program Specialist Seaman Susan Pitterman.

To some officers it may be difficult taking orders from an enlisted, especially when those orders are coming from junior Sailors who have been in the Navy for less than a year.



"If I remember I'm a pastor first, it won't bother me to take orders," said Chaplain (LTJG) Wesly Modder. "The emphasis should be that the RP is not a secretary, they're my bodyguard, my teammate."

Many Sailors overlook the role of the RP, and don't realize how important their responsibility is to the chaplain and the Command Religious Program. RPs are an essential key to the overall effectiveness of the chaplain providing ministry to the troops. "I have always seen the work of RPs as an extension of the chaplain," said Malana. "A lot of the troops feel more comfortable coming to the RP, so it

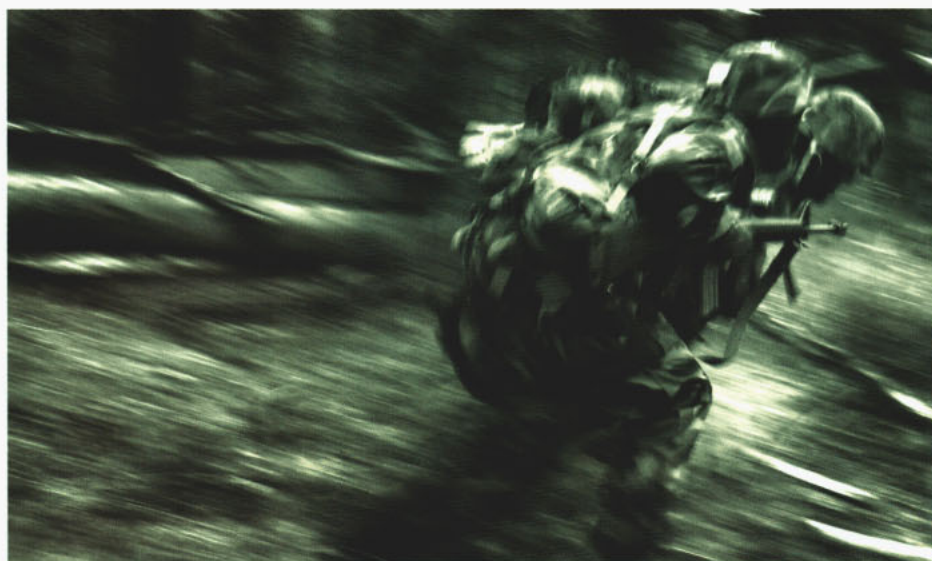
allows the team to reach more of the command."

And that is exactly what this school is about — giving the team the skills, both mentally and physically, to work along side our fellow sea-service. According to Chaplain (LCDR) Michael Orr, CREST Director, "The goals are simple; to stay alive in combat/expeditionary environments; and to hit the deck running as an asset to the Fleet." ☐

Keres is a photojournalist assigned to All Hands.

were in the dirt and mud.”

Prayer & Protection



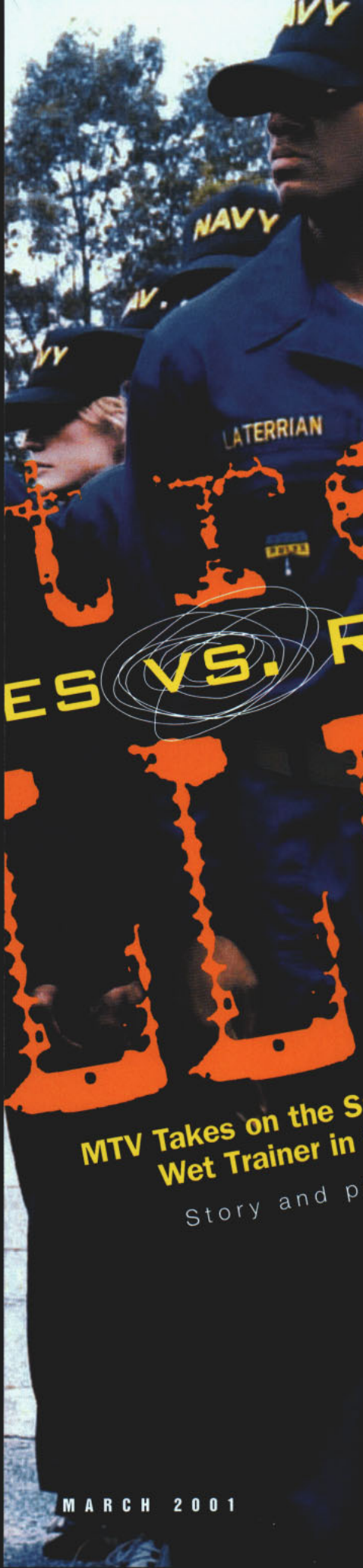
Above Left — RP3 Yolanda Weary and Chaplain (LT) Thomas Statler standby in a makeshift fox-hole awaiting the call for a chaplain. Then they will bolt from safety and work their way to a casualty to administer assistance.

Above — After four long days in the field, the CREST students leave the training area with Field Medical School counterparts. A sense of accomplishment fills many of the students, while the urge for a hot shower and warm meal engulfs all.

Left — Seeking cover from the ear-piercing sounds of gunfire and thundering explosions, life can seem like a crazy blur to the religious ministry team.



They aren't Sailors, but they play Sailors on MTV. A fine example of dress right dress is executed by the extreme challenge cast members outside the damage control wet trainer building.



When MTV wanted to show their viewers the definition of liquid chaos, who did they call? Not the Marines, not the Coast Guard, but rather the experts of the deep. They called the submariners.

Why?

Because they are the ones who know what it's like to be in a confined compartment when ice-cold water is rushing in at 1,200 gallons per minute, blasting the skin off your face while you

could handle the chaos.

It's simple. Two teams are made up of previous cast members from MTV's two hit shows, "The Real World" and "Road Rules." Whichever team wins the challenge gets to spin a prize wheel for a chance at cash and prizes.

These shows are known for their unique challenges around the country — wake boarding behind a blimp, midget mud wrestling, a ropes course — none of which compares to a flooding casualty aboard a submarine, and the folks in Groton were bound to show why.

Flooding in a submarine can present even more drastic problems than on a

ROAD RULES VS. THE REAL WORLD EXTREME CHALLENGE 2001

MTV Takes on the Submarine School's Damage Control Wet Trainer in the Ultimate Liquid Challenge.

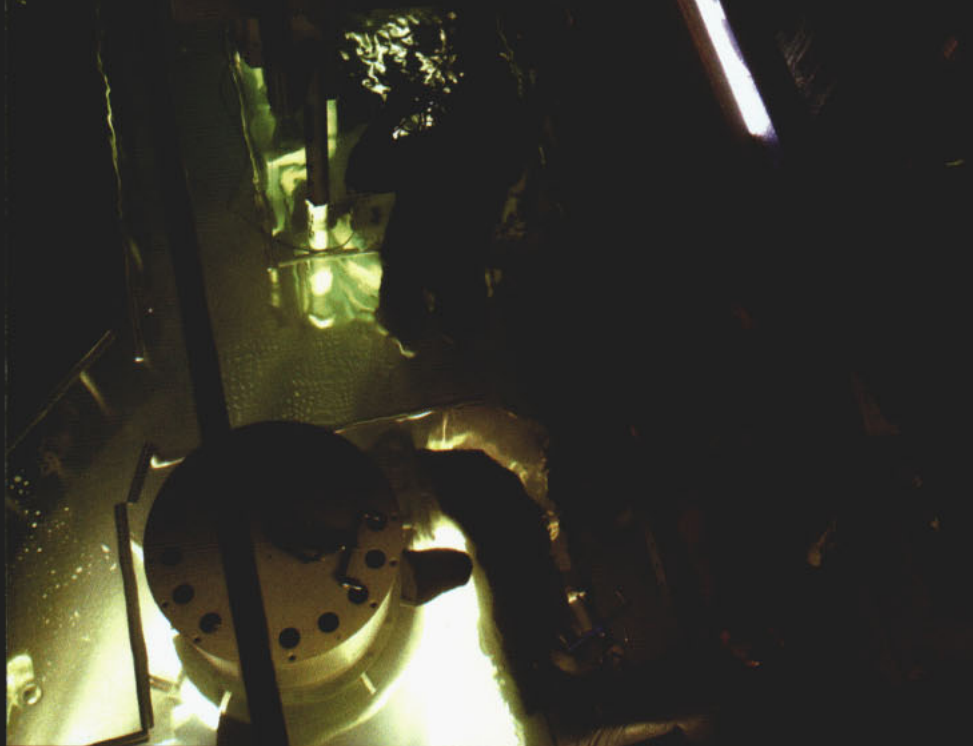
Story and photos by PH2 Bob Houlihan

do everything in your power to stop the flow and save your boat from going straight to the bottom.

That's why the 12 cast members of MTV's "Road Rules vs. The Real World Extreme Challenge 2001" traveled to the Submarine School's Damage Control (DC) Wet Trainer in Groton, Conn., — to see if they

surface ship. While the basic response is the same — keep the vessel afloat and stable — the specifics to accomplish this are different.

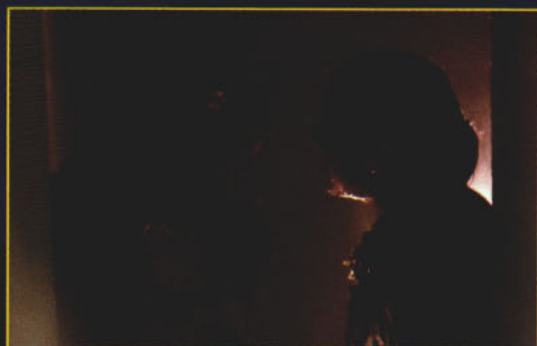
These civilians, who know little to nothing about the sea-service, are about to learn what the Navy is made of. The trainer they will attempt to conquer is no piece of cake, even for those Sailors who are well-trained in damage control. It consists of 12 possible emergencies, presenting a variety of DC casualties which range



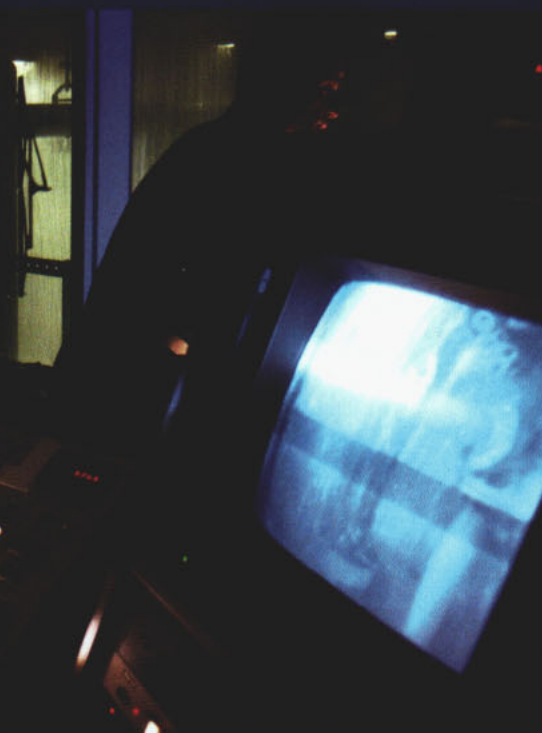
Team *Real World* works together to stem the flow of water from a major leak. Their team-work was key in winning the challenge.



Taking advantage of a lull in the action, Team *Real World* takes a brief break from the cameras.



Emily, of *Road Rules 2*, relays the damage control status inside the wet trainer to STS2(SS) Mike Quintanilla, an instructor who participated in the challenge.



MM1(SW/DV) John Tucker, Damage Control Wet Trainer LPO, operates the console in the control room during the challenge as MMCS(SS) David Bahl keeps a close eye out for safety violations.



MTV Extreme ROAD RULES VS. REAL WORLD CHALLENGE

Not letting a silly leak get the best of her, Julie, of *Real World New Orleans*, uses hand pressure to slow the flow of water.

from damaged saltwater piping to lubrication oil leaks.

The water pressure at the leaks in the trainer varies from a flow of 25 gallons-a-minute in the beginning to a whopping 1,200 gallons-a-minute at its peak.

But it was more than the wet trainer facility that brought MTV to Groton — they wanted to get a taste of some down home Navy training. From the moment they arrived at the submarine school, the competitors were treated as submarine students fresh out of boot camp and marched to the barracks for a good night's sleep after being outfitted with Navy coveralls embroidered with their names.

Reveille came awfully quick for these kicked-back civilians, 4 a.m. to be exact, as they were awakened by their "escorts," company commanders, Chief Machinist's Mate (SS) Vance McKinsey and Mess Management Specialist 1st Class (SS/DV) Larry Madison, who gave the teams 10 minutes to dress and fall into formation in front of the barracks with the rest of the Sub School students.

After starting the day out with some "fine Navy chow," it was back in formation for yet another march to prepare for the challenge.

It was the duty of MMCS(SS) David

Bahl, DC wet trainer LCPO, to condense the 14-hour training into a three-hour crash course to educate the cast on the damage control techniques they would need to survive and walk away unscathed.

After the training was complete, it was time to begin the real fun. Team *Road Rules* was up first and had no idea what exactly they were going to be up against. Nothing could quite prepare them for what they were about to experience.

"At first, the money was what was on my mind, but after the water level started to rise, it was all about survival. It felt like we were really sinking," said Syrus of MTV's *Real World Boston* cast.

"There was one point where all hell was breaking loose. Kameelah and I were working on a patch, and it seemed like we were all alone in this cloud of light. Because of all the noise and confusion, there was no way to talk to each other, but our eyes met and we communicated without having to talk."

The *Real World Team* managed to control all of the leaks and brought the rising water level to a halt.

"It was so cool, like being in a movie," said Julie of *Real World New Orleans*.

"You forget you're in a simulator and feel like you're fighting for your life. It was so 'Hunt for Red October.'"

The second round didn't quite go as well as the first. There seemed to be much less teamwork and communication with the *Road Rules* team, and it showed in the final result. They had a very hard time patching the pipes and were not able to control the water level.

"I was very impressed with how the MTV kids did after receiving only three hours of training," said MM1(SS/DV) John Tucker, the DC wet trainer LPO.

As the competitors dried off and changed into new coveralls, the school staff of the trainer met in secret to tabulate the teams scores. As the numbers rolled out, there was very little doubt about final result. Team *Real World* had won.

"At first I had some reservations about the whole scenario," said Bahl. "I was concerned about what the kids' character would be like, and that this could turn into a platform for them to voice issues they had with the military."

In the end, I was very impressed, these are a bunch of good, hometown kids,"

Both teams learned there are real rules to surviving flooding chaos in the deep which no music video or movie can give you.

As the day wound down, the 23-year-Navy veteran Bahl added, "If this is an accurate slice of America, we're in pretty good shape." ☒

Houlihan is a photojournalist for All Hands.

It's In Your Hands

Story and photos by PH2(AW) Jim Watson

As anyone who has ever been out to sea knows, there's never really any time for personal business. Sure, there are those few minutes between watch and sleep that you breath a sigh of relief, but moments later, you are out cold, experiencing the sleep of the dead. Once in a while, you catch a movie on SITE TV, send an e-mail home or read through an *All Hands* magazine, but more than likely you are completing maintenance, busting butt on collateral duties or standing in line with a hundred or so of your shipmates waiting for chow.

Yet, for Sailors aboard USS *Oscar Austin* (DDG 79) and thousands like them on sea duty around the world, personal time has become that much more restrained, by choice. Sailors are self-motivated, taking the initiative and quickly finding out their time is not going to waste. Time that once was sought after for relaxing is now filled with the qualification chase of their warfare pins, be it enlisted surface warfare specialist or enlisted aviation warfare specialist.

"[Boatswains Mate 1st Class] Theon Lloyd and myself have been working this ESWS qual day and night," said Mess Management Specialist 1st Class Arnel Siroma. "Since leaving Norfolk in October, many of us have been trying to get the quals finished because many of them require you to be out to sea."

Since *Oscar Austin's* commissioning in August 2000, nearly 75 percent of her Sailors have qualified in ESWS and more are just a few signatures away from the end of a grueling, but rewarding qualification.

The programs have slightly changed from two years ago when the warfare pin wasn't mandatory for advancement. Sailors on board *Oscar Austin* finish the initial qualification book as well as a written test, but now, instead of the old conventional warfare board, they go from work-center to work-center and are put through a hands-on question-and-answer period. After successfully completing their "oral" exam, the leading chief of that department signs off the qualifying Sailor's PQS card. Upon receipt of the final signature by the command master chief, they are surface warriors ... warriors of knowledge, armed with operational and life-saving know-how gained by time well spent. ☐



MSC(AW) Patricia Davis awards MS3 Gary Byrd's enlisted surface warfare specialist pin during a ceremony held on the bridge of USS *Oscar Austin* (DDG 79).

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **HIGH IMPACT,** quality photography from **SAILORS** in the fleet to showcase the American Sailor in **ACTION.**



FUJI FLYBY

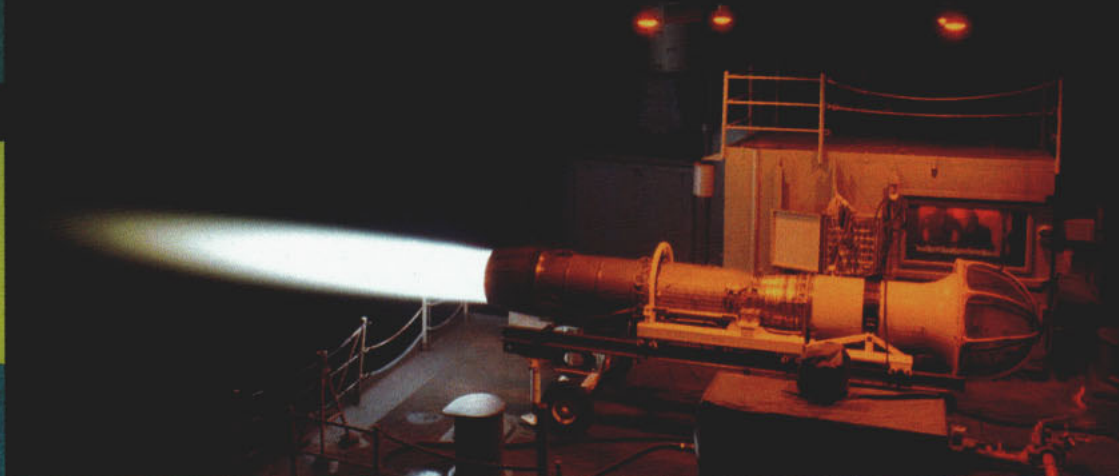
With Mount Fuji in the background, an SH-3 helicopter from COMSEVENTHFLT is followed closely by an SH-60B helicopter from Helicopter Anti-Submarine (Light) Squadron (HS) 51, forward deployed at Naval Air Facility Atsugi, Japan.

Photo by PH1 Chris Desmond

LIGHT SABER

An F-404 GE400 jet engine is tested on the fantail aboard USS *Kitty Hawk* (CV 63).

Photo by PH3 Jessica L. Wood



CENTERPIECE

Tugs guide USS *Wisconsin* (BB 64) up the Elizabeth River toward Nauticus, which houses the National Maritime Center and the Hampton Roads Naval Museum in Virginia. *Wisconsin* will serve as the centerpiece of a four-part exhibit on the battleship's role in naval history and also as an example of the relationship between the Navy and the Hampton Roads area.

Photo by PH1 Martin Maddock



SEARCH FOR LIFE

A02 Scott M. Wayward, of Explosive Ordnance Disposal (EOD) Mobile Unit 11, locates a "victim" and examines the area around the body for any ordnance during a land mine exercise. This training was in support of Exercise *Strong Angel*, a humanitarian and disaster relief evolution designed to provide a realistic scenario for civilian and military participants learning to operate together in a crisis.

Photo by PH2 Lena Gonzalez

EYE OF THE SPARROW

FC2 Dan Slaght and FC3 Dylan Paige work to maintain positive control over a NATO *Sea Sparrow* missile while verifying alignment of the missile rail combination to the loader on board USS *Harry S. Truman* (CVN 75).

Photo by PH3 Jesi Werling



TO BE CONSIDERED

forward your high resolution (5"x7" at 300dpi) images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

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Your Opinion Counts, Really!

By CDR Hal Pittman

Okay. ... Let's suppose, just for an instant, that you're in charge of *All Hands* magazine. You get to make the decisions about what we cover, when we cover it and how the story is written and photographed. You get to pick the regular columns, you provide the editorial feedback, and you *even* get to pick the cover – a valuable piece of magazine real estate that draws the reader's attention immediately to a particular issue.

There's good news and bad news in this scenario. The good news is that you do get a huge say in how *All Hands*, the flagship publication of the U.S. Navy, is published. The magazine belongs to Sailors, and as its readers, you are vested in the process; you have every right to tell us what you like and dislike, and we'll try to make adjustments to give you what you want. The bad news is, if you are just learning that your input counts, then you must have missed our *All Hands* Reader's Survey contained in the October "Any Day in the Navy" issue.

We solicited the opinions of Sailors around the fleet, and we asked you to rate different sections of the magazine. And while this doesn't represent a scientific sampling, it does give us a snapshot of what Sailors expect.

We received nearly 400 responses – a relatively small number, but a fair cross section of our readership. Sailors could check more than one column as their favorite or least liked, and in many instances they did just that, so percentages don't add up to 100.

News from "Around the Fleet" was the most popular section (70 percent of readers said they liked it the most). Stories about

travel (64 percent) and MCPON's column "Speaking With Sailors" (47 percent) ranked high. Professional development, Sailor profiles and education were also very popular topics (38 percent, 36 percent and 34 percent, respectively).

"Cyber Sailor" was not particularly popular (27 percent of respondents said they liked it the least); you'll note that Cyber Sailor has been discontinued.

A huge surprise was that 26 percent of those who took the survey liked sports and fitness stories the least; additionally, 20 percent of readers said they disliked letters to the editor.

More than 95 percent of all respondents rated *All Hands'* design excellent, very good or good. Nearly 98 percent of respondents rated *All Hands'* photography excellent, very good or good, with 55 percent of respondents rating it excellent.

Nearly 65 percent of respondents hadn't accessed the *All Hands* web site – and that shows us we need to work harder on getting the word out about our site. Oh by the way, it's www.mediacen.navy.mil

Our editorial staff places great value on feedback, as it provides us with necessary rudder direction. If we are not giving our audience content that is useful, then publishing and journalism awards amount to nothing. Our

pledge, quite simply, is to provide you with an informative and entertaining periodical that brings you closer to the fleet. It's up to *you* to let us know whether we achieve that or not. You don't have to wait until the next reader's survey!

By the way, I was just kidding about picking the cover. ... That's the photo editor's job. ☑



10Xteaser

If you're not careful, you'll get burned while using this in the field. What is it?

Photo by JO1 Preston Keres



Last Month's answer:



Zip ties are used by security personnel at Naval Support Activity, Bahrain as a light-weight alternative to handcuffs.

Photo by PH2(AW) Jim Watson

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer...

IC3 Heather Elliott
Active duty for two years.



New crow.

“I’m staying.”

www.staynavy.navy.mil/